

A LANGSTONE MISCELLANY

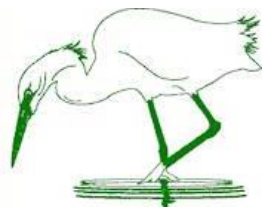


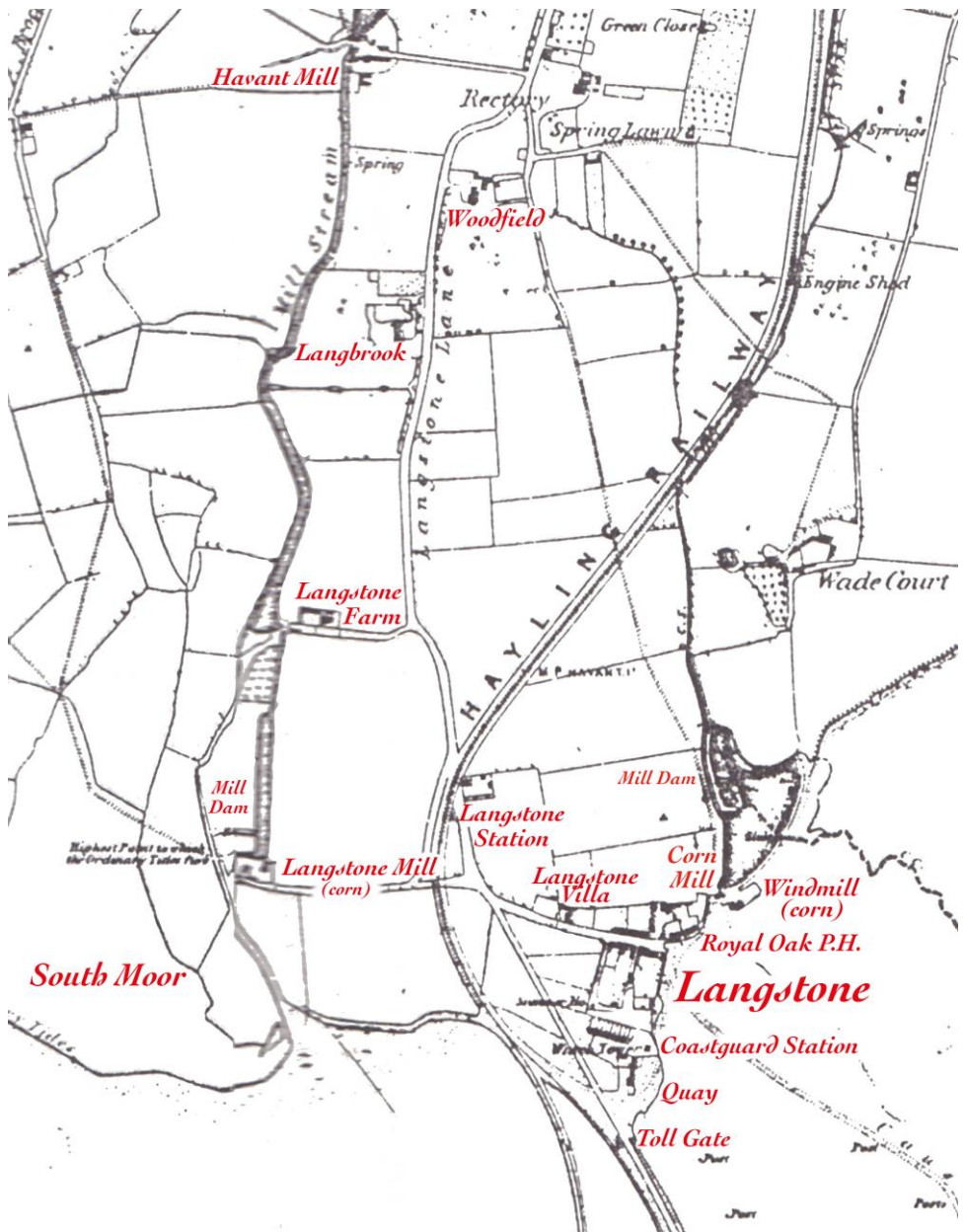
The Royal Oak and The Old Mill

Ann Griffiths

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THE
ARTS & HERITAGE CENTRE

£6





Ordnance Survey County Series, Hampshire and Isle of Wight, 1870

A LANGSTONE MISCELLANY

Ann Griffiths

Langstone's residential area is bounded by Chichester and Langstone Harbours to the south, the Langbrook and Lymbourne streams to the west and east and by the A27 and Havant town centre to the north. This booklet covers aspects of the history and development of Langstone, which contains two conservation areas. The historic core lies in the Chichester Harbour Area of Outstanding Natural Beauty.

LANGSTONE IN THE 18TH CENTURY



A 'View of Langston Harbour'

A 'View of Langston Harbour' was published in January 1774 by John Boydell of Cheapside, noted for his reproductions of engravings, and Robert Sayer, a map and print seller in Fleet Street. The scene was painted by William Bellers in 1763 and an engraving made from it by James Mason (1710-1785), a member of the Society of Arts. Bellers exhibited numerous views of the English coastline at the Free Society of Artists between 1761 and 1773 and was fond of showing the effect of sunset, moonlight and storms.

Looking at early documents, to try and identify the buildings in this picture,

the 1664 inventory of Ann Bayly, widow of Langstone, consists of a property with a *chamber, parlour, hall, chamber over parlour, kitchen, milk house, meal house, malt house and stable*. In addition, items of interest include *2 flagons of salt, 1 chamber pot, 2 bibles and other books, 6 silver spoons and silver basin, 35 cheeses, a hogg of bacon and 5 kine*. There was also an Arthur Bayly who died in 1748 leaving his copyhold tenements and land at Langstone, Havant and Warblington to his niece Martha Fleshmonger. Martha married secondly a William Tupper, yeoman. In 1759 Mr Tupper rented out a malthouse and a storehouse in Langstone, which both appear to be included in the above engraving.

A further clue about the picture is that in March 1830 the *Hampshire Telegraph* advertised the sale at the premises of *the materials of a malthouse, lately taken down, to be sold in suitable lots for the accommodation of purchasers, consisting of about 12,000 capital plain hip and ridge tiles, 25,000 good bricks, excellent cube oak beams, joists, plates, principal and other rafters, king posts, doors & frames, window cases and shutters, lead and iron work and other effects. May be viewed the day preceding the sale. Apply Mr Silver, Langstone*. It is important to note that the local Silver and Bayly families, all nonconformists, were related. For example, Mary Fleshmonger, whose mother was a Bayly, had a daughter who married William Silver in 1762.

There were not many properties in Langstone at this time and in Rev. William Bingley's *Topographical Account of the Hundred of Bosmere*, edited by Walter Butler in 1817, we are told that *Langstone is a hamlet at the entrance to the ford or wade-way and contains three mills, twelve houses and a public-house*. This could be an underestimation, as there appear to have been closer to twenty houses in the whole of Langstone.

A final piece of evidence as to who was living in Langstone in the 1760s is seen in an insurance policy taken out in 1763 by Elizabeth Tizzard, innholder of Havant. This was for five brick and thatched tenements on the north side of 'Langston Street'. These were in the tenure of *John Ring, bricklayer; John Austin, sawyer; William Hicks, mariner; Henry Burgess, brickmaker and John Williams, tile maker*. The occupations of these men indicate that they were

employed locally and might even have erected the windmill, which is believed to date to about this time or a few years later. It was said by Longcroft in his *Hundred of Bosmere* to have been built on a piece of waste land belonging to John Moody, the Lord of the Manor, who died suddenly in 1764.

LANGSTONE'S MILLS



The Royal Oak and the Windmill



The Watermill and the Windmill

In 1776 William Silver obtained a licence from Havant Manor to let the watermill at Langstone for 21 years and a further licence to take down a salthouse.

In 1808 and 1809 the *Hampshire Telegraph* advertised the windmill as *lately belonging to Joseph Goodman, deceased. The mill is in good repair – 2 pairs of excellent stones with machine for dressing, head and vanes new, excellent storehouse adjacent.* George Ray and his brother William, of Widley, held the copyhold windmill at Langstone between 1809 and 1824. It was then surrendered for £100. Meanwhile George Ray married Thomas Bayly Silver's daughter, Mary, at St Faith's Church, Havant, in 1815. In 1824 the mill was advertised as follows: *Langstone – To millers and others, to be sold or let with immediate possession all that windmill with the messuages, storehouses, cowhouses, bake-house and appurtenances thereunto belonging, situate at Langstone, now in the occupation of Mr John Stripe. For particulars enquire of Mr George Ray etc.*

On the 1870 Ordnance Survey map of Langstone the two mills near the Royal Oak are marked *Corn Mill* and *Windmill (corn).*

The Dedman Family

In the early twentieth century Windmill Cottage was occupied by the Dedman family. The Wade Court sale particulars for 1912 state that *the old disused windmill with cottage and small portion of land adjoining, is let to Mr Dedman at 5s. a week.* The 1911 census for 22 Mill Cottage has George Dedman, aged sixty, as a farm cowman. He and his wife Mary have been married thirty-six years and eight of their ten children are still living; two are on the census. There are two boarders – Ethelbert Barton, a railway signalman and Alfred Honeysett, a railway porter. The occupants are all living in four rooms, as at this stage the windmill tower is derelict.

Ernest Dedman, the youngest boy, was badly injured in 1917 while serving with the Royal Field Artillery in France. Tragically, his spinal cord was fractured and he was sent home. He died in 1920 as a result of his injuries

and is buried at Warblington cemetery. Mary died in 1929, aged 76. Her obituary said that *she did much valuable work at the VAD hospital at Langstone, from the time the Institute opened until it closed. She was a native of Southwick and resided at Durrants and Green Pond before taking up residence at the familiar landmark Windmill Cottage. She was a regular worshipper at St Thomas's Church, Warblington. Mourners included her husband George, sons Frank, Theo, Percy, Albert and Jack, daughter Nellie and son-in-law James Charman.*

The Old Mill in the late 1920s

John Dedman was born in London in 1923 and was the youngest of five children. The school summer holidays were spent with 'Grandfather and Grandma Dedman' at the Old Mill.

A trunk was packed and sent on ahead. On the day of departure a bus or tram would get us from Tottenham to Waterloo Station and then we went by steam train to the south coast. There used to be a station called Langstone Halt and we could walk from there. I remember that our Aunt Nell lived in one of the railway cottages, as she was a gate-keeper for the level crossing. Her husband, Jim Charman, delivered milk from a pony and trap, complete with churns and ladles. Later, Aunt Nell and Uncle Jim moved to Havant.

The mill tower was in a state of disrepair to such a degree that entering it would have brought the wrath of Grandma down on one's head with a force equalled only by an eruption of Vesuvius. But, of course, we did go in there! The tower had no cap on it and no windows. Next to the tower was the living part. The entrance was a door reached by 3 or 4 wooden steps. A flower box in the shape of a model boat's hull was suspended by the door.

On my father's birth certificate Grandfather is described as a cowman. A persistent memory is that of him sitting on a chair by the door smoking his pipe. Us kids slept willy-nilly in that part normally used for potato and apple storage. I might add that these commodities remained, albeit tidied up to provide sleeping space. The rustling sounds of tiny furry creatures never interrupted the comatose figures crashed out on the floor.

Nothing could match the delirious excitement of our adventurous holidays at

the mill. We were out all day whatever the weather and Grandma would not let us back in the house before at least 4 p.m. There was the foreshore to run along, the mud to wallow in and I remember fishing with homemade rod, string and bent pin. All of us would have described the mill as a smashing place.

The above recollections come from a conversation I had a few years ago with John Dedman and a letter written to his granddaughter, Carole Waite. I'm told that at some stage the family dropped the 'a' from the original spelling of Deadman.

Flora Twort Restores The Old Mill

Flora Twort was a Petersfield artist who loved to come and paint in Langstone in her free time. According to Flora the widowed George Dedman suddenly left The Old Mill when the rent was increased to six shillings a week. Added to that he had made a stew to last a week but the larder roof fell onto it after he had only eaten one portion!

In 1930 Flora rented the watermill and soon after this she acquired the old windmill, which was open to the elements when she took it over. It was rat-infested and full of discarded rubbish. She set about converting the tower into a home with the help of the architect, Ernst Freud, son of Sigmund Freud, and made the granary into a studio. To help pay for the restoration Flora took in lodgers. The watermill was acquired by Winifred Stamp, who left it to Flora in her will of 1948.

By 1936 the essential renovation work was finished but in October 1937 there was what Flora described as *the worst storm in living memory*. Victor S Pritchett was living in the mill at the time and according to his account for the *New Statesman*, the wall of the Royal Oak was knocked down and the mill's balcony was swept away.

Flora's friend, Nevil Shute Norway, was at the Admiralty during the war, but having sent his family to Canada he would spend weekends at the mill. Here he would write his novels and in 1942 *Pied Piper* was first published. Flora

said that the bottom of the mill made a great air raid shelter as the walls were so thick.

After the war Flora sold the mill but retained the watermill for her own use. In her will she left her pictures to Hampshire County Council and they can now be enjoyed online. Since the 1940s the mill has had five more owners, including the artist Richard Joicey, who lived there for about ten years. Richard was the son of Edward Raylton Joicey MC and Violet Lorraine Tipton, a musical theatre dancer and actress, known for her duet with George Robey, *If You Were the Only Girl in the World*. Richard was awarded the George Medal for saving four men in a fire in HMS *Eastbourne*. He was a member of the Royal Society of Marine Artists and as well as painting ships and boats he produced numerous paintings and drawings of local harbour scenes and bird life.

During the 1980s William (Bill) Cartlidge and his wife Denise occupied The Old Mill, which they purchased from Richard. They modernised the interior, giving it a new lease of life. The dining room at the bottom of the mill tower was turned into a kitchen and the living area was opened up. Bill Cartlidge was the associate producer for the James Bond films *The Spy Who Loved Me* and *Moonraker* and assistant director for the Sean Connery film *You Only Live Twice*. He was the co-producer for *Educating Rita*.

Destruction of Rats: *The Times* 1794

The great success with which the HAMPSHIRE MILLER'S RAT POWDER has been used for the destruction of rats and mice, in all warehouses, outhouses, barns, stables, granaries, &c. as well as on board ships, induces the Proprietor T. RAISS, Merchant and Mealman, of Havant-Mill, Hants, to recommend it to the Farmers at this particular season of the year, when Rats and Mice follow the corn from the fields, and, commit endless depredations upon their property. And to Masters of Ships and Vessels outward bound, who will on one night's trial be witness of its astonishing effects, by alluring all those vermin to the spot where it is laid, when they will eat it till they drop, and will not be driven from it. Also sold in sugar plantations.

To prevent counterfeits observe that each Packet, price 2s. 6d., is done up in a red stamp, whereon is the name of T. RAISS, and they are sold by Champante & Co., Aldgate; at the British Directory Offices, Ave Maria Lane, St Paul's, and by all Stationers and Newscarriers in the Country.

Langstone Mill



The former mill west of Langstone Road is marked on the 1870 map as 'Langstone Mill' and has also been known as 'South Mill' and 'Clarke's Mill'.

In 1814 the mill was advertised for sale as a copyhold estate, comprising a water corn mill driving 2 pair of stones and capable in the average of clearing 18 loads of wheat per week, together with stables, cart-house, chaise house and 4 acres of excellent water meadow land, also a good storehouse with coal yard and cottage adjoining, situate near the sea where vessels can come within a short distance to unload. Apply Mr James Knapp, Langstone, or William Knapp, Havant Mill, or by letter prepaid.

The mill was rebuilt in 1815 and described in 1817 as *the new mill*,

containing excellent machinery. It was up for sale again in 1830 as all that brick-built and well-accustomed Water Corn Mill, Mill Pond, Meadow, Stable, Cart-house etc. situate at Langstone, together with Messuage, Stable and Garden, late in the occupation of Mr Tribe deceased, the Proprietor. The Mill possesses an excellent Quay for shipping and unloading goods.

12.6.1837 – *Langstone Mill, livestock, implements in trade and effects of Mr Thomas Tribe to be auctioned on the premises, consisting of a choice half-bred Alderney cow, useful brown hackney mare, strong raved cart with iron axles and tilt, light market cart, harness pad, 3 good hog-troughs, 22-round ladder, shovels, prongs, 15 loads of good 5-bushel sacks, sack carts, 3 bolting cloths, bolting & screen straps, bushel and other measures, bins, scoops, mill bills, large and small scales, iron weights etc. Household furniture and Dairy utensils, including four-post and tent bedsteads with cotton furniture, mattresses, feather beds, blankets and coverlids, mahogany and wainscot drawers, pier and swing glasses, stained chairs, Kidderminster and Venetian carpets, corner cupboard, bureau, 30-hour clock, 12 to 30 gallon coppers, box churn, pork tubs and brewing utensils.*

The mill was taken on by the Lane family of Emsworth. John Smith Lane died in 1839 and left all of his property to his cousins, Joseph and Charles Lane. Charles was living in Langstone by the time of the 1841 census but in 1849 there was an auction at Langstone Farm of the animals and machinery, as the Lanes were 'leaving the farm'. The sale included *18 valuable horses, 24 Normandy and Alderney cows, eight heifers, 3 prime bulls (Prince Albert's breed), 106 pigs, 26 fat hogs, 60 tons of prime meadow and clover hay, 7 cart horses, 3 colts, 3 ponies and 1 gelding.* The farm equipment included waggons, 2 dung carts, ploughs, phaeton, Sussex hops, sacks, coal etc.

Unsold stock was re-advertised in 1850 – *Sale of stock of Messrs Joseph and Charles Lane. 20 very handsome cows and heifers, 2 bulls, 4 powerful carthorses, clever brown mare, grey pony, 6 fat hogs, 52 shuts, 6 sows and pigs, handsome boar, 40 tons of Welch coal, 20 tons of meadow hay, 2-horse iron roller, tilted waggon & capital farmer's wagon, tail ladder and ropes, harvest waggon, 2 tilted carts, raved cart, 4 manure carts, single horse oak roller, oil*

cake crusher, potato plough, drill plough, furrow plough, drag, single and bush harrows, coal scales and weights, iron beam weights, sack cart, winnowing machine, thill, trace and plough harness, patent chaff-cutter, iron and oak pig troughs, prongs, rakes, rudders, working tools etc. To be auctioned by Mr Wright of Chichester. Charles Lane died in Havant in 1867.

In 1849 the buildings were also advertised for auction, in London. The sale included the substantial mill, which had recently been rebuilt *at a cost of upwards of £7,000*; a 'capital malthouse' abutting the harbour and a farm house with 52 acres of farmland. The estate had valuable rights of common attached and was in the occupation of Messrs Lane at the 'low rent' of £400 a year. The whole was advertised as being in an excellent position for water or train transport to London, the nearest railway station being at Havant. The current tenants were under notice to quit at Michaelmas.

2.6.1858 – Langstone Mill was again auctioned, at The Mart near the Bank of England. The mill was described as being of six-storeys and substantially built, with four pairs of stones driven by powerful water wheels, amply supplied with water power and on a navigable creek. *Also, immediately adjoining, a dwelling house and convenient homestead, with the farmhouse and buildings, **which have been burned down but which will be re-erected during the present summer.** The Mill, with the Farm, consists of upwards of 50 acres of really first rate arable and pasture land. There are valuable common rights appurtenant to the property, being 13/40ths of 44 acres of marsh and pasture, currently leased to John Bridger Clarke at £200 a year. Lot 2 consisted of the malting house, which was described as very large, well-built and well-situated for trade, plus a brick and tiled cottage and garden, the whole containing 1 rod 23 perches. The Malt House [later the Ship Inn] is in hand and the cottage let to a weekly tenant at 2s. a week. This lot is copyhold, held of the Manor of Havant.*

The farm was purchased by John Bridger Clarke, the sitting tenant. There is a letter in the Clarke Papers at Hampshire Record Office, in which he says that he was persuaded by friends to make an offer for Langstone Mill and farm. He had not intended to buy the property, on account of his age, but he finally

relented. As he would be in Paris with his family when the auction was taking place he commissioned a friend, Mr Bulbeck, to bid as far as £5,000. However, on his return to England, Mr Clarke found that Mr Bulbeck had made a further offer of 5,000 guineas.

Usefully, notes included in the sale particulars outline the history of ownership of Langstone Mill. They show that John Smith Lane died in 1839 and had been admitted to the copyhold parts of the estate at different times – in 1814, 1819 and 1820, on the several surrenders of James Knapp, William Battine, Rebecca Combes, Samuel Gurney and William Battine, James White, Richard Power, and John Hammond, three of whom were local brewers.

13.6.1894 – The *Portsmouth News* reported that the horse attached to one of Samuel Clarke's trolleys, which had been brought to Langstone Mill to load flour, became frightened and bolted. *Brown jumped off, falling against the wall. The hind wheel of the trolley passed over his shoulder but beyond a severe shaking he was not hurt. The horse was secured before any more damage could be done.*

22.8.1930 – *For centuries Langstone's old water-mill was a hive of industry, grinding corn into a brand of flour which was most popular. It was rebuilt in the early years of the 19th century and continued to prove its utility for many years. Modern water transport and the demand for whiter flour ultimately caused the water wheel and shafts to cease revolving, so that in 1912 it began to rest in peace amidst its pacific surroundings.* The mill was also said to bear the inscription that it was rebuilt in 1815. It was demolished in 1936 and what is left is now known as West Mill. The mill house was sympathetically extended in the 1970s.

THE ROYAL OAK

The manorial records of this waterfront public house show that in 1789 Thomas Downer *sought a lycence to lett the Red Lyon at Langstone and the house next adjoining in the occupation of Ben Goodman for 7 years.* A Thomas Downer died at Havant in 1790 and the Universal British Directory (1792 to

1799) has a John Dennett at the Royal Oak. The name change presumably stems from the fact that after the Battle of Worcester, in 1651, Charles II visited Racton Manor and reputedly sent two friends to Langstone to look for a boat to take him to France. The men were unsuccessful but we are told that they enjoyed a dish of oysters at what was then Langstone's only inn.

Hampshire Telegraph 17.3.1849 – *Two informations against the landlord of the Royal Oak at Langstone were called; one for keeping open his house during the hours of divine service and the other for refusing to admit the policeman. Not guilty was pleaded to each and that for keeping the house open was taken first. Mr Smart addressed the bench for the defendant but called no witnesses and his client was convicted and fined 10s. and costs. The other information was withdrawn.*

Portsmouth Times 16.4.1853 – *An inquest was held before Charles B Longcroft, Coroner, and a respectable jury, at the Royal Oak Langston, on view of the body of Elizabeth Churcher aged 77. It appeared from the evidence of James Churcher, the husband, that the deceased ate a very hearty dinner on Sunday but at four o'clock she got up out of her chair and immediately sat down again and expired. Verdict: Died by the Visitation of God.*

Hampshire Telegraph 16.4.1882 – A Fatal Accident – *On 11 April 1882 at about 8 p.m. David Farmer, a labourer said to be living at the Royal Oak Langstone, met his death when he fell off the sea wall. He had been talking to a neighbour, Mary Phillips, when he turned to pick up a pail of water put there for him by a villager named Luff. As he picked up the pail he fell off the wall onto his head. Dr Bannister was called and on examination he found that Farmer had fractured two cervical vertebrae and that he was dead. Apparently he had been drinking but was not drunk, though he was short-sighted.*

At the inquest George Richard Hammond, the publican, said that the place where Farmer fell was a public footpath but there was a kind of sea wall put in with clay and loose stones. The footpath had been repaired by him fifteen years ago at the expense of Mr Biden [the brewer] but it was now in the hands of the parish and the parochial authorities repaired it. The jury returned a verdict of accidental death but said that the public highway and sea wall in front of the

Royal Oak and houses were in a dangerous state and that the road should be repaired and the sea wall made good and that a fence should be erected to protect the public.

Hampshire Post 1904 – *A farewell smoking concert was held at the Royal Oak to say goodbye to Mr Constance who is leaving the village and the voyager was presented with a handsome spirit stand in oak and silver, together with an illuminated address surmounted by a water colour drawing of The Old Mill, as a token of the esteem in which he was held by villagers.*

ROMAN CATHOLIC LANGSTONE

During the 18th century Langstone, often spelt Langston, had a strong Roman Catholic presence with what is thought to have been an upstairs chapel, where Mass was said, in the cottages next to the Royal Oak. The ceiling was arched and there are the remains of three diamond-shaped pieces of pargeting on one wall of number eighteen, which may have represented the Trinity. The provision of this place of worship, in about 1711, can probably be attributed to Philip Caryll, who was from the wealthy Catholic family of Harting, Sussex.

Notes in the Catholic records, by a member of the Bulbeck family, state that *there has been a mission at Havant all through, in early times at Langstone, the whole of which village was occupied by Catholic Houses in the memory of persons living, Knapp, Hicks and Morey.* In the early 1750s this chapel was replaced by one at Brockhampton. Mr Knapp, miller, is recorded in the Catholic Record Society's *Hampshire Records Volume XLIV (1949)*, along with numerous other Langstone names such as Morey, Hicks, Bulbeck, Ring, Todd, Ayles, Ibbotson, Appleton and White. The records mention, for example, that Mrs Elizabeth Knapp (née Ring) of Langstone, who was widowed in 1762 and died in 1781 *gave £200 stock, while living, which yields £6 per annum. Intentions – one mass per month for the living and departed of her family – one mass to be said on the anniversary of each of her children after their death, viz. Richard, James, Rev. Joseph, Elizabeth [Wheeler] Mary [Todd] – her own and husband Richard's anniversaries included.*

Ann White died at Langstone, aged about 70 and *of several children only two survived her* – one of these was Robert White, a sea captain. In 1788 Lawrence Seagrove of Brockhampton died, aged 70, and was recorded as *having worked for many years at Mr Knapp's mill in Langstone.*

The Morey Family

In 1775 widow Morey advertised neat furnished lodgings, in Langstone, consisting of *a handsome sashed parlour and chamber and kitchen, with lodging rooms for servants, if required. The house commands views of Spithead, the Isle of Wight and Portsmouth and is conveniently near the sea for those desirous of Bathing and may be constantly supplied with fish in great plenty.*

On 23 December 1787 Captain John Morey of Langstone was washed overboard and drowned at sea near the Scilly Isles on a voyage to Liverpool. *He was aged about 54 – had been to his duty before he sailed – left a wife and two children.* Mrs Elizabeth Morey died in 1788 of the palsy, aged about 66. She left £200 for the benefit of the chapel at Brockhampton and for mass to be said for members of the Morey, Ayles, Frampton and Tanner families.

1.8.1845 – The *Hampshire Telegraph* advertised the auction of goods belonging to the late Nanny Morey, of Langstone, some of which appear to have been brought back from China by Captain John Morey. The sale included *ancient Nanking China, Bowls, Cups, Saucers, Teapots, Plates, Chinese Figures, Mandarins in Composition, Alabaster Figures, Linen, Mahogany furniture, eight-day Clock, Chimney Dressing, very old-fashioned Wine and other Glasses, Tea Caddies, Work Boxes, Spy Glasses, Goose and other feather beds etc., ivory-handled Knives and Forks from China; rare old Pictures (glazed), valuable Oil Painting – The Nativity – in gilt frame. Brewing and Kitchen Articles too numerous to mention.*

Protestant Place of Worship in Langstone 1824

In 1824 the Rev. William Scamp wrote to the Bishop of Winchester asking him to register a certain messuage or tenement in Langstone, in the

possession or occupation of Thomas Dix, which was intended *to be used forthwith as a place of worship, by an assembly or congregation of Protestants*. It is not known which house this was but there was a Thomas Dix who died in Havant in 1792 and another Thomas, probably his son, who died in Havant in 1830. Thomas Dix senior was a victualler at the Star Inn in North Street. Rev. William Scamp was the pastor of the chapel in The Pallant, whose worshippers described themselves as a 'Protestant Dissenting Congregation' and later as Independents.

COMMUNICATIONS and TRADE



The First Road Bridge and Langstone Quay

Woad – In Southampton archives there is a late 16th century petition (Ref. SC 15/36) addressed to the Bishop of Winchester and signed by 23 inhabitants of Havant and Langstone. Its purpose was to stop the prevention of the unloading of woad and other merchandise at Langstone, by the customs officers from Southampton. Woad was a popular fabric dye before indigo came into use. This commodity was coming into Langstone, presumably 'illegally', and the petitioners were claiming that they had been importing woad *time out of memory* for the local cloth trade. Clearly, the Southampton port authorities were seeking to re-assert their legal rights, as woad was one of its main imports under an Act of 1559 and no other

Hampshire quay was licensed for foreign trade. Unfortunately, any reply from the Bishop has not survived.

Coal, Fish, Grain and Timber – In 1801 Thomas Pennant wrote in his *Journey from London to the Isle of Wight: Langstone is a sort of port for small vessels which come up the shallow estuary and there discharge their cargoes.*

Rev. William Bingley's book (1817) refers to Langstone Harbour's Fishery as being formerly a great resource to the poor but now on the decline. *Its chief produce is being carried away by stranger fishermen before it reaches maturity, leaving to the native fishermen only a scanty subsistence. The oyster is equally scarce, as the brood are caught up by large dredging boats and deposited off the Mother Bank, where they remain till they obtain a sufficient size for the epicure.* At the time there was still a supply of a wide range of fish and shellfish in the harbour, ranging from mullet, sole and turbot to conger eels and lobsters, which were retailed through the adjoining parishes. The book goes on to say that there are six trading sloops in the harbour, from 30 to 70 tons, which are employed in the corn trade and that from fourteen to eighteen chaldrons of coal are annually brought in to Langstone Harbour from Newcastle and Sunderland. It is difficult to be sure what a chaldron was but the London Imperial Chaldron is said to have been 25 cwt of coal, while the Newcastle Chaldron was 53 cwt.

Hampshire Telegraph 28.2.1842 – *A cargo of Eden Main Coals will be delivering at Langstone Quay from Clarke and Hellyer's Brig 'Poland', at all hours from six o'clock in the morning till six in the evening on Tuesday March 1st 1842 and four following days, by Clarke and Hellyer, at 22s. per ton for ready money or if paid for within one month of delivery. Grange Wallsend Coal at their yards at Havant, Emsworth and Langstone at 20s. per ton for ready money.*

25.1.1845 – The *Hampshire Telegraph* announced that a prime cargo of **LUMELY WALLSEND COALS** would be unloading at Langstone on four consecutive days. The current traffic at the quay was very considerable, *notwithstanding the disadvantage of cartage from Langstone to Havant. A*

trade in coals and goods alone is now carried on at Langstone exceeding 7,000 tons per annum.

Official Accounts and Papers relating to Harbour Dues on Shipping in Great Britain include the returns for Langstone Quay by John Little, collector of wharfage and other dues.

Sir

My charge is 6d. per ton for coals, 1d. per quarter for corn or grain of any description; there are several hundreds of tons delivered in this harbour for which I have no demand on.

Return of Dues and Charges on Shipping and Goods. The Quay dues amounted in 1844 to £60; in 1845 it amounted to £74; and in this present year I think it will amount to £100, as the railroad is at hand near Havant and they are landing of iron and sleepers at the said quay for the line.

I am & c.

John Little

Langstone, Havant, 13th July 1846

In 1852 the papers stated that the Hayling Bridge Company was empowered to levy wharfage dues on goods landed or shipped at its wharfs. *It is a trading company and dues are only levied on those using its property.* In 1853 two cottages were auctioned with large yard and gardens – *well adapted for the coal trade;* also for auction, the water corn mill with its large pond, meadow and outbuildings *abutting upon the harbour and well-suited for commanding and carrying on an excellent trade, both foreign and home.*

Havant & Hayling Docks Coal Company Ltd: 28.1.1865 – *Depots Langstone Quay and New Lane station. The first vessel 'Balmoral', 320 tons burden, with cargo of best Wallsend Coal has arrived in Langstone Harbour. Prices alongside at Langstone Quay 23s. per ton, delivered in Havant 24s. These coals are from the Kepler Grange Colliery, Sunderland, and are classed among the very best coals shipped from the north. Arrangements have been made to establish a line of screw colliers to run between Sunderland and Havant, enabling the company to supply the public with a first class coal at a low price. The Hayling Railway now being open to Langstone Quay offers facilities to merchants and others,*

situate on the Portsmouth direct line, to get a first class seaborne coal at a price they have hitherto been obliged to pay for inland coal, the former being admitted of a far superior character to the latter.

Arthur Locke of East Street, Havant, agent.

Sunderland Daily Echo – Examples of announcements in the *Sunderland Daily Echo* by Sunderland Customs House tell us that in 1876 *English Rose* left for 'Langston', with 130 tons of coals and in 1878 *Lady Mansell* left with 150 tons of coals. In 1894 the schooner *Union*, 150 tons, was reported in the local paper as having arrived at Langstone Quay, *having been eighteen days on her voyage from Seaham. She had been beating against head winds all the way.*

3,000 Oak Trees – In October 1865 there was a sale of oak trees, growing on the Bedhampton Estate, *within two miles of Havant Station and convenient to shipping places at Langstone and Emsworth, within easy access and good roads.*

Welsh Roof Tiles: 15.4.1871 – In the second half of the nineteenth century Port Madoc, now known as Porthmadog, was a flourishing port. In 1871 *Ellen Owens*, Captain William Davies, discharged a cargo of 'the best Port Madoc roofing slates' at Langstone Quay. Interested persons were asked to apply to George Collings junior, a Havant timber and slate merchant.

The Little Family and Manure

Prior to World War One the entrepreneurial Little family of Langstone were agents for Burnard & Alger Ltd, who had a huge chemical works in Plymouth and produced artificial manure, made originally from guano and later from superphosphates of lime. The fertiliser is known to have been sent to Langstone by ketch for many years and usually took two days to unload. The manufacturers also sent up their scales so that the weight of each bag could be checked before the manure was distributed, by train, from the large brick-built store on the west side of the Langstone causeway.

An 1892 account from the ship broker Joseph Besant of Water Lane, London,

and addressed to the Littles, shows a delivery from Plymouth of 45.5 tons of manure at 5s. 6d. per ton in the ship *Zenobia*. An 1895 Havant directory shows that Pullens, the West Street corn merchants, were 'Agents for Burnard and Alger's Manures for all Crops'. The 1903 sale particulars for the Ship Inn show that Burnard and Alger were renting 'the store' at £7 10s. per annum.

In 1912 William Henry Alger died leaving effects valued at over £57,000. Later that year William's son, Harold Alger, wrote to Mrs J Little thanking her for her kind remarks about *our long business connection together*. Mr Alger confirmed that their business relations had always been of a most pleasant character and that they had been very reluctant to have to give up the depot at Havant. However, with trade in its present state and as business men they were unable to carry on any branch at a loss. Mr Alger went on to say: *We note that you have a pair of scales and four 56lb weights belonging to us, also about half a ton of Top Dresser and a quantity of empty bags. We will thank you to have those forwarded to us at earliest, to Cattewater Station, Plymouth (L&SWR). Any small sundries could be made up and sent to us by parcel post.* (Noel Pycroft kindly supplied me with copies of the above correspondence.)

The Little Family and Their Barges

John Little appears in the 1841 census for Langstone as a 'Toll Keeper', with his wife Mary and their one year old son, John. Just over one hundred years later, in 1951, the *Hampshire Telegraph* had an account of his grandson's funeral: *Mr Ernest Little of 2 Langstone Villas, haulage and coal merchant, aged 75. For many years the family rented Langstone toll bridge from the railway. Mr Little succeeded his father as collector. When the railway company took over the task he became licensee of the Royal Oak. He also carried on the family business as a sand and ballast merchant, with a fleet of barges. He built sailing boats as a hobby and won many prizes sailing them. One of his treasured possessions was a silver cup he won in a cruiser race in 1903 after being heavily handicapped because of previous successes.*

The Little family owned a number of barges, including *Gladys*, which was

built by Albert Apps of King Street, Emsworth and registered in Portsmouth. On 24 February 1894 the *Hampshire Telegraph* announced that *there was launched on 22nd February, from Mr Apps' yard in Emsworth, a 40-ton trader built to the order of Mrs Little of Langston. This vessel is intended to trade between Langston, Newport and Southampton.* She was christened *Gladys* by Miss Mabel Little. *Gladys*, with her rounded bottom and high freeboard, could be used for different jobs from the other barges, though she also brought ballast, sand and gravel from inside Chichester Harbour to Langstone Bridge.



Unloading gravel at Langstone. *Alf Harris*

5.12.1894 – Shipping Casualties from Lloyd's List included this report – *A telegram from Portsmouth stated that the ketch Gladys, Southampton for Langston, cargo grain, arrived yesterday morning having collided with Royal steamship, Victoria of Portsmouth, in Stokes Bay at 8.30 a.m., carrying away bowsprit and anchor and damaging stern. Vessel is making no water. The steamship is undamaged.*

In 1911 the vessel was changed from sail to diesel and in January 1912 *Gladys* was re-registered to 'Mrs Jane Little of Langstone Wharf'. This house in Langstone Road was built with bricks from Bursledon and transported in *Gladys*. Ernest Little (born 1876) acted as engineer and Graham Little (born

1887) as mate. The certificate was closed on 3rd March 1936, Jane Little having died in 1934. Probate was granted to Ernest and Graham Little, shingle merchants, and Jane's effects were valued at £5,651 2s. 6d. *Gladys* was broken up, though the Littles' barge *Langstone* was re-registered in 1936. However, it seems to have been largely due to the outbreak of war that the business ceased.

The barge *Langstone* was built by Albert Apps for Jane Little and registered in 1900. Her gross tonnage was 19.18 tons. She was used for local trading. The Littles also had other smaller barges, named after family members. Coal, gravel and ballast were the main products carried and the men would know exactly where to find the right grade of gravel, which they loaded by hand while the tide was out and brought back to Langstone Quay to unload.

In 1903 the trustees of the will of the Lord of the Manor of Hayling, J C Park, wrote to Mrs Little informing her that the whole of the foreshore at the southern and eastern end of the island belonged to the manor. It had come to their notice that the Littles had been removing sand and shingle from this area and Mrs Little was asked to write immediately to the trustees undertaking not to remove or be party to the removal of any more material. Furthermore she was asked to report to the trustees *full particulars of what you have removed heretofore therefrom. In default of your so doing the Trustees must, in order to protect their Trust Estate, apply to the High Court for an injunction restraining you from any further removal of sand or shingle from such foreshore.*

In the winter of 1999/2000 one of Langstone's bow anchors became exposed and the harbour authorities gave approval to remove it from the mud, so that it did not become a hazard. Advice was taken from Margaret Rule of the Mary Rose Trust and the anchor was retrieved and soaked in fresh water for about a year to remove the salt. The rust was removed electrolytically and then wire-brushed. Finally the anchor was soaked in a wax-oil solution. Eventually a plinth was made for the anchor and a brass plaque added. The anchor can be viewed in front of St Nicholas' Chapel in Langstone High Street.

Imports from Abroad

Goods from the Continent were also landed at Langstone, as evident in a 1903 account in the *Sunderland Echo*. This describes Cherbourg's flourishing trade in exporting broken stone to England's south coast. *British vessels come in light or with a little ballast and carry the stone to ports such as Rochester, Shoreham, Poole, Langstone and Southampton*. The stone was described as quartzite, which could be used for roadmaking and repairs.

In October 1935 a 'good-looking boat' was seen unloading by Hayling Bridge. *She is a two-masted schooner, whose clean white hull contrasts strangely with the dirty vessels which usually come up the harbour. She is a Dutch ship with an unspellable name and an unpronounceable port*.

ROAD SEA AND RAIL

The Wadeway and the Portsmouth and Arundel Canal

The Wadeway is an ancient track, of so far unknown date, which linked Langstone to North Hayling, near where The Passage House and later The Ferry House can be seen on early maps. It was used by horses and carts at low tide but was always hazardous. The North Hayling Parish registers include a number of those who 'drowned on the Wadeway'. In 1781 the *Hampshire Chronicle* recorded the inquisition by Mr Fleetwood, coroner, which had been taken on Thomas Taylor *who accidentally drowned as he was crossing the water from Langstone to Hayling*. The late Noel Pycroft of Hayling Island told me that when his great-grandfather moved to Hayling in 1854 he tried to avoid the bridge toll by crossing the Wadeway with his horse and cart; the animal shied and some of the lost goods were recovered in Emsworth.

According to Charles Longcroft in his *Topographical Account of the Hundred of Bosmere*, the Court Leet on 27 November 1603 ordered that *the inhabitants of Havant shall amend the highway leading from Havant to Langstone, and also as much of the wadeway as lieth in the parish of Havant*,

before the feast day of St James the Apostle, upon pain of 20s.

In 1818 work began on constructing a canal to connect Portsmouth with Chichester and Arundel. This was completed by 1823 and provided a sheltered, safe route between Portsmouth and London. For various reasons the canal was not a great success and with the coming of the railways most of the canal fell into disuse. However, it had an important effect on Langstone as it cut the Wadeway in two and necessitated the building of a bridge to link Hayling Island to the mainland.

As early as 1819 the Langstone millers were advertising their properties as having the additional advantage of being close to the intended Portsmouth and Arundel Canal. When the canal opened in May 1823 the villagers would have witnessed the event. The large company steam vessel, containing the Earl of Egremont and some fifty gentlemen, with a fully laden, forty-ton barge attached and a smaller barge for passengers behind that, passed through the New Cut in the Wadeway on the way to Portsea. Here they were met by thousands of spectators and a discharge of cannon. About sixty guests sat down to a dinner of fine venison at the George Inn. The *Hampshire Telegraph* stated that the journey from London to Ford, below Arundel, could be achieved in three days and the onward trip to Portsea would take one more day, four days in all.

In October 1824 it was reported that silver in bars of the value of £300,000, recently arrived from South America, passed up the Portsmouth and Arundel Canal in a lighter, on its way to London. For several more years bullion was sent this way under armed guard to the Bank of England,

Notes from the County Secretary's report of January 1988 when the County Rights of Way sub-committee re-classified RUPP 132 (The Wadeway) as a bridleway, under the Wildlife and Countryside Act 1981.

In the 1980s pressure was put on the local authority, from some quarters, to repair the Wadeway.

The Wadeway leads south from Langstone High Street on gravelled foreshore for 40 metres, then SE on an enclosed causeway 2m wide for 500m and SSE for 130m to cross the New Cut, which is always under water and is approximately 15m wide. The Wadeway then continues south for 50m, SSW on mud for 150m, and SSW and south for 130m across a rutted channelled and marshy area to Northney Road, about 70m west of Footpath 79.

Pedestrian use is possible at Spring low tides but is hazardous. Havant Borough Council has resolved that the Wadeway should be reclassified as a bridleway. It should not be closed and warning notices should not be erected. The Borough Secretary considers that the Wadeway is an ancient highway, although there is insufficient evidence to suggest vehicular rights. There is no practical vehicular access at the Langstone end, so that the Wadeway is a cul-de-sac. Chichester Harbour Conservancy, Bosmere Hundred Society and Langstone Village Association consider that the Wadeway should be reclassified to footpath, with adequate warning of the dangers. The Wadeway has now been recorded as a Countryside Heritage Site as a result of a recommendation by the Coastal Conservation Committee.

The 1817 Act for the building of the canal seems to have stopped up public rights along the Wadeway once an alternative route was provided. Since 1825 there has been some pedestrian and equestrian use of the Wadeway despite the provision of the road bridge and so it can be assumed that footpath and bridleway rights have been acquired again by the public. I consider that there is not enough evidence of vehicular use since 1825 to support a reclassification to Byway Open to All Traffic. As there is no evidence that bridleway rights do not exist then the County Council must reclassify the Wadeway as a bridleway under section 54(3)(b) of the 1981 Act.

Pressure to repair the bridleway could result in an attempt by the authorities to close the route on the grounds that there is an alternative and presumably safer passage across the bridge.

The First Road Bridge from Langstone to Hayling Island

According to the *Hampshire Chronicle* the erection of the bridge from Langstone to Hayling Island was commenced on Monday 4 October 1822, in

the presence of numerous spectators. *The first stroke was given to the pile by Mr Padwick junior, assisted by his friends, and when completely fixed the company gave three cheers. A hogshead of strong beer was given to the workmen by Mr Padwick.* It was the making of the cut for the canal that forced the construction of the first Langstone Bridge under an Act of Parliament, and there must have been a short period when the only means of crossing the water between Langstone and Hayling was by boat, so there was great excitement when the first bridge and causeway was opened in 1824.



The first wooden road bridge. *Ralph Cousins*

By midday on 8 September over a hundred vehicles of all types had collected at the east end of Havant, near Warblington House, the home of William Padwick junior. According to the national newspapers, the gentlemen's carriages were *filled with all the fashion and beauty of the neighbourhood*. The gentry included his Grace the Duke of Norfolk in his carriage and four, Sir George Staunton, William Padwick senior and junior and Mr Raper. *There was a long line of waggons decorated with evergreen and ribbon, full of rustics in their holiday suits. The band of the Portsmouth Division of the Royal Marines struck up with a lively tune and the cavalcade proceeded along East and South Streets, onwards to Langstone and over the bridge to Hayling Island. Here his Grace's party alighted to survey the works.*

By now the whole bridge was packed with a long line of carriages, flanked on each side with people on horseback and on foot. The harbour was full of decorated vessels, headed by the steam vessel belonging to the Portsmouth and Arundel Navigation Company and a barge containing the Company's

Committee of Management.

After some time the main party returned to Warblington House, where a public dinner was given, provided by Mr Holdaway of the Bear Inn, Havant. The excellent meal was followed by numerous congratulatory speeches.

The Second Langstone Road Bridge

In the autumn of 1950 it became apparent that it would not be financially practical to repair the 1824 bridge, which was becoming increasingly dangerous. The British Transport Commission therefore sought Parliamentary powers to build a new one. These powers, later transferred to Hampshire County Council, allowed for the building of a bridge that would include accommodation for Post Office and electricity cables and gas and water mains. The design work was commenced in the spring of 1954 and the final plan was approved by the Ministry of Transport in August 1954. The bridge contractors were Christiani and Neilson Ltd, the designer was the County Surveyor, Brigadier AC Hughes CBE TD DL BSc MICE, and John W Melrose BSc AMICE was the Hampshire County Council engineer for the bridge. The Royal Fine Art Commission approved the external appearance of the bridge. The estimate for the project, which included the acquisition of land and building the approach roads and embankments, was £311,000.

In early January 1955 work began at Langstone to prepare for the construction of the new bridge to Hayling. The quay car park was levelled, using 1,000 cubic yards of filling material, and behind the quay some twenty men erected stores, a mess hut, fitters' shop, blacksmiths' and welders' shops and general storage for materials. The site office for the contractor and resident engineer were built on nearby land which had been leased. Soon some 80 men were being employed. In early August 1955 the concrete beams began to be lifted into position on the actual span of the bridge. Already, 90 per cent of the beams had been manufactured in the on-site casting yard. They were handled by a 7.5 ton gantry. A laboratory had been built on the quay to test materials. One of the beams, which had been cut and pre-stressed in the lab on the quay, had cracked at 12 tons and broken at 18 tons.

The beams were taken out to the bridge on a small gauge railway with a diesel locomotive and laid across 170 concrete piles. The 75ft long piles, each weighing 9 tons, were driven into the sea bed by a 100ft high pile driver costing £20,000. The pile driver ran on rollers, supported by sunken wooden piles. The concrete piles were rammed home with a 6-ton steam hammer and as they were laid the wooden piles were lifted out of the sea bed and driven into the mud farther ahead in an ongoing process. The work involved dredging the harbour mud on the northern shore at a rate of 1,500 cubic yards a week for many weeks. The mud was piped under the roadway into the creek on the west side of the bridge, the clay under the mud often blocking the iron pipes and causing delays. The mud was then replaced by hard-core to make a solid foundation for the embankments. At the peak of operations 120 men were working on the bridge under the supervision of three engineers and six foremen. The resident engineer had an assistant and an inspector. They were somewhat limited by the size of the casting yard, however they managed to complete the bridge in nine months.

On 3 February 1956 *The News* reported that the last beam was to be laid that day and the main structure joining Hayling to the mainland would then be complete. The new bridge lay about 70 feet to the east of the old one and was almost parallel to it, except for a curve at the Hayling end.

The present Langstone Bridge was opened at noon on 10 September 1956 by the Rt Hon. AHE Molson, Parliamentary Secretary to the Minister of Transport, using a solid gold key. It was the biggest venture in Hampshire since World War Two and an outstanding example of a pre-stressed concrete bridge. At the opening ceremony the bridge was blessed by the Assistant Bishop of Portsmouth. The first vehicle to cross the new bridge was a black and yellow coach and four, which carried the official party and was driven by Sir Dymoke White, Vice-Chairman of Hampshire County Council. The dignitaries then lunched at Warblington Secondary School, where they were served by senior girl pupils.

At 3.50 p.m. the contractors drove the first car across the bridge and gave it the thumbs up. A queue of cars at Langstone then moved forward to the toll

hut. The first driver over the bridge, from Madehurst, was there by accident, as he had taken a wrong turning. Soon came the first double-decker bus to mark the start of the first through service from Havant Station to Hayling. The first lorry to cross the present Langstone Bridge was loaded with 10 tons of roofing tiles. The driver explained: *Last time we crossed with a 4-ton load we had to make five journeys over the bridge to get all the tiles to the other side.* This was due to a 5-ton, 10 mph restriction on the failing 132-year-old bridge.

The first penny pedestrian ticket was bought by Mr Reg. Edwards, Havant's station master. He was followed by Mrs Etherington of Old Mill House, Hayling, with her Russian Borzoi, a Crufts champion. She had used the old bridge for 38 years. Mrs Dodsworth, a councillor, was very proud to be at the opening as she had collected 7,500 signatures in one week of 1954 to present to Winston Churchill at 10 Downing Street and had also been to see the Minister of Transport. She had pointed out the problems associated with the recently reduced weight restriction and the danger of having to get off the bus and walk over an unlit bridge.

At 4.30 p.m. 21 veteran cars, which had driven to Beachlands that morning for an Old Crocks Rally, returned for the final crossing of the old bridge. One of the veteran cars was a 1924 Standard 14 Tourer which had been owned for 28 years by Ben Sharp, a Hayling builder. As they drove over the old bridge they were passed by the first of the cars to travelling to Hayling on the new bridge. In the evening there was an informal party for the workers and their wives, at which a 16mm film of the construction of the bridge, taken by the contractors, was shown. The demolition of the old bridge began on 11 September. The handle of the old swing bridge was presented to Alfred Stanford of Northwood Lane, whose father had been a toll collector. It was, however, 1960 before the residents got their way and the toll was abolished. The information for this account came from newspaper articles on film at Portsmouth History Centre and a paper written in 1957 by John Melrose, the HCC bridge engineer and Walter Austin Eyre BSc AMICE, the agent for Christiani and Nielson.

The Road Bridge Toll House in the 1950s.



Brian Scutt and pedestrian and car toll tickets

At the unveiling of the restored Hayling signal in 2015 I met Brian Scutt whose father, Arthur, was the last railway employee to live in the toll collector's house at Langstone.

Brian was born in 1933, when his parents lived in one of the two railway cottages at New Road, Bedhampton. He left school at fifteen and spent the next three years working in the signal box at Havant with the duty signaller; 6 a.m. to 2 p.m. one week and 2 p.m. to 10 p.m. the next. A signaller would be on duty on his own at night. Brian recorded the arrival and departure times of the trains, polished the brass and the 80 levers, cleaned the windows, swept the floor, made the tea, 'weak, medium or strong for the different signallers', and kept the two stoves supplied with coal. With all its glass the signal box could be freezing cold in winter but like an oven in summer.

When Brian returned from National Service in 1953 his parents had moved to Langstone Toll House, actually a slate-roofed brick bungalow which backed onto the railway line and consisted of four bedrooms, a small and a large lounge, a kitchen (with piped water supply), an outside chemical

lavatory, which adjoined the back of the property and a cycle store. The toll hut was opposite the porch. Arthur Scutt worked one of the daily shifts, either from 6 a.m. to 2 p.m. or from 2 p.m. to 10 p.m. The toll was only paid going on to the island, so that the best time to cross from Havant to Hayling was during the night when it was free of charge!

Brian was upgraded to porter-signalman (Langstone Bridge). He did general duties at Havant station and was able to operate the bridge signal box. However, while he was in the job the bridge was never opened. Brian was soon promoted to Grade 4 signalman at Hook. As all of the rental rooms were taken by men working on the M3. Brian had to sleep on the signal box floor in order to be ready for the first shift at 6 a.m. Not only was this uncomfortable it was also very noisy. After about four months Brian managed to get a sideways transfer to Hayling station. This involved working as signalman and shunter, coupling and uncoupling the trains, setting the points and the weekly job of replenishing the paraffin oil in the lamps.

The main cargo going off the island was locally grown sugar beet, while coal was the main product coming to Hayling, for delivery by the island's coal merchants. Luggage was often sent in advance and parcels were also sent by train, to be delivered from the arrival station in vans run by the railways.

During summer weekends the police would be on duty to control the one-way traffic at the narrow centre span of the road bridge. Saturdays were always busy, as this was changeover day at the holiday camps.

When the road bridge was being built the foreman lodged with the Scutts. Brian said that sample cubes from each concrete part for the bridge had to be driven to Southampton University two or three times a week. Here each sample was tested in a crushing machine and if it disintegrated under pressure the piece it came from could not be used.

The toll house was demolished and the Scutts moved to a white house just south of the bridge. Soon after this Arthur Scutt was promoted to foreman at Havant station. By about 1958 it became clear that the Hayling branch line

was about to close, largely because the bridge was failing and would be too costly to replace. This was when Brian was offered a different job and decided to leave the railways. In 2015 he was still working as a volunteer on the Mid-Hants Railway Watercress Line

The End of the Toll

In the 1950s numerous letters were published in local newspapers, which showed the growing impatience felt by residents at the delay in getting the toll abolished. One man calling himself 'Hayling Critic', suggested that a line should be painted along the centre of the road on the bridge to speed up the traffic and that the swing section should be widened to the same width as the rest of the bridge.

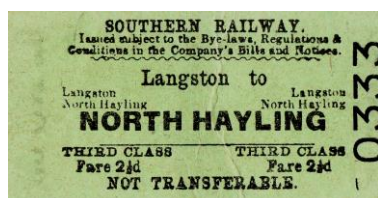


Tolls Freed. *Ralph Cousins*

Eventually, on 11 April 1960, the toll was abolished. Alan Lubbock, Chairman of Hampshire County Council, declared the toll bridge between Hayling and the mainland free of tolls. He purchased the last ticket with two George IV shilling pieces and then crossed the bridge in a coach and four with Sir Dymoke White of Southleigh Park. Other local dignitaries and members of the public then crossed the bridge in vintage vehicles and on bicycles or on foot. According to the *Portsmouth News*, *Lord Montagu of Beaulieu, accompanied by his wife, crossed the bridge in one of the two cars he sent for the occasion.* A placard on the bridge reading 'Tolls Freed by Hampshire County Council' replaced the one saying 'Stop. Pay Toll'. The tollkeeper at the time was Mr John Henry Bastin, who was retiring after fifty years service with the railways. He was presented with a certificate of service by Mr H E Barber of the British Transport Commission and received a golden guinea from Mr Lubbock.

The Hayling Railway Branch Line 1865 to 1963

Frederick Furniss 1825-1891



Frederick Furniss and Langston train tickets

Frederick Furniss, civil engineer, was born in Ashford, Derbyshire. In 1853 he married Maria Vickers, at nearby Edensor. Frederick's cousin was the contractor for the West Somerset Railway, while Frederick supervised the works. In the summer of 1860 his daughter, Ida, was born at Capton in Somerset. Her mother died there in 1862, soon after the line was opened to passengers, leaving Frederick with three children under six. In 1863 Frederick married his second wife, Septima Marter, at St Alphage's Greenwich. Amusingly, her next two sisters were named Octavia and Nonaria.

In 1860 the Hayling Railway Company was formed in order to raise the money needed to build the branch line from Havant to Hayling Island. Frederick Furniss was the contractor appointed to build the line and work began in 1863. The first mile of track was laid to Langstone and opened for carrying freight on 19 January 1865. The railway company then got into

financial and technical difficulties as the sea was washing away the embankment being built along the Hayling mud flats. A rich land agent, Mr Francis Fuller, became chairman of the Hayling Railway Company in 1866. He had visions of making Hayling into a prominent resort, with villas and a racecourse. The embankment was abandoned and land was purchased to allow the line to run along the shore. Furniss was again the contractor.

On 28 June 1867 an experimental train ran from Havant to Hayling via a bridge across Langstone Harbour. The passengers included Mr Fuller, Charles Longcroft (solicitor and vice-chairman of HRC), Frederick Furniss and the Mayor of Portsmouth. *The company subsequently partook of the contractor, Mr Furniss, at the Royal Hotel.* The first official passenger train to Hayling ran on 17 July 1867. There were three classes of travel with 1st, 2nd and 3rd class return tickets at 1s. 9d, 1s. and 9d. The *Portsmouth Times* stated that *special trains will be provided on very reasonable terms for pleasure parties. For arrangements apply to F. Furniss, Langston.* Train services were agreed and Frederick Furniss supplied the rolling stock and locos. Initially there were six trains each way, on weekdays only. Mr Furniss ran the train services until the end of 1871, when the line was taken over by the London Brighton and South Coast Railway.

The five Furniss children, Ada, Mary, Julia, Septima and William were baptised at South Hayling, though records show that they were all born at Langstone between 1864 and 1870. The family were living at Langstone Villa by 1864, as the house is mentioned by name in the January 1865 will of Septima's sister Eliza, Frederick being one of the executors. Langstone Villa, a substantial six-bedroomed house in Langstone High Street, was pulled down in the 1870s. Its 1822 coach-house now forms part of The Mews.

The 1871 census shows two servants and a governess living with the family. Towards the end of 1871 the *Hampshire Telegraph* carried auction details of the whole of the equipment of Langstone Villa, which was being sold on the instructions of F Furniss Esq, who was 'removing to London'. The items included: *A set of extensible dining tables, a set of massive dining chairs, a lofty four-post brass bedstead with elegant handrails, a fireproof safe, a billiard*

table, a 7-octave pianoforte, a patent mangle, a valuable 8-horse portable steam engine by Fox, Walker & Co, a mortar-machine with 9ft pan, frame and bed, a pony-sized vis-à-vis phaeton with wire seats, a mail phaeton, a pony cart; two double-barrelled breech-loading guns, one single and one double muzzle-loading gun, a duck gun, a handsome Alderney cow-with-calf, a fat pig and 3 ricks of meadow hay.

PS Carrier 1885 to 1888



Workmen on the bridge and the remains of the Langstone Wharf

The paddle steamer *Carrier* was built at Greenock in the 1850s as part of a fleet of floating railways, introduced by the civil engineer Thomas Bouch to carry goods wagons across the Forth and Tay estuaries. It had two tracks on its deck, each capable of taking seven railway wagons. In the 1880s the *Carrier* was sold to the Isle of Wight Marine Transit Company, who operated the first Solent train ferry between Bembridge Harbour and a new wharf at Langstone. Goods such as coal from the Midlands could then be transported directly to the island. By now there was a railway branch line between Hayling and Havant, with a station at Langstone not far from the new wharf.

The first journey from Langstone to the Isle of Wight was in July 1885 and consisted of twelve wagons loaded with merchandise and weighing 160 tons.

In December 1886, as the IOW company was in financial trouble, the London Brighton and South Coast Railway agreed to hire the *Carrier* and use of the quays. Its solicitor, Sir Philip Rose, when holidaying in Shanklin, once had his horses and carriages conveyed from Victoria Station to Shanklin via the *Carrier*, perhaps as a publicity stunt. At Langstone the railway wagons were lowered by means of a gradient onto the deck of the paddle steamer. Including a two-hour sea trip the whole journey took just seven hours.

The open sea did not suit the *Carrier* and this and the unprofitability of the ferry scheme resulted in its closure in 1888. Two lines of wooden stakes, which formed part of Langstone Wharf, can still be seen near Hayling railway bridge.

The Short-lived Railway Motor Service:

Hampshire Telegraph 5.1.1907 – *With the advent of the New Year a railway motor service has been inaugurated between Havant and Hayling. The motor service is similar to that running between Portsmouth and Chichester and will carry only one class of passengers. It is claimed that the service is to be improved but it may be pointed out that the most pressing need, that of a later train, is quite ignored.* One advantage of the motor train was that it could be operated from either end.

20.4.1907 – At a meeting of the South Hayling Parish Council a lengthy discussion took place with regard to the present motor rail service between Havant and Hayling, which was described as the most retrograde movement ever undertaken for the island. If it continued it would have a disastrous effect on Hayling as a seaside resort, the chief objection being that nearly half the car was occupied by the smoking department, ladies and children having to go through it on entering and leaving the car, and that as the connection between the smoking room and the other half was being continually opened the whole of the car was little better than a smoker. There was not sufficient

accommodation for luggage and on several occasions it had been placed down the centre of the car. When crowded the conditions were very unpleasant and particularly with the last train on Saturday night, one councillor saying that he travelled by this train and was glad he did not have his wife and children with him.

5.10.1907 – *The LB&SC Railway Company have resumed the motor service for the winter months on the Havant and Hayling branch but have, as a concession to the public, decided to continue the late trains through October. If well supported it is thought these will be a permanent institution.*

Locomotive News and Railway Notes 1821

There is a brief description by O J Morris of a summer evening journey home from Hayling to Havant. *This little line, though not pretentious, is yet highly interesting to the writer and to all those who have ever travelled on it. Morris travels with carriage windows open wide to admit the fragrant air from the surrounding fields and sea. The distant view of Portsmouth with myriad chimney stacks thrown into strong relief by the red glow of the setting sun, the verdant slopes of the South Downs to the north and the huge expanse of Langstone Harbour, form an impressive view.*

Frederick John Norris – When the Hayling Branch Line closed in 1963 one of the guards, Mr Frederick Norris, told *The News* that he had started work in 1913 as a 'box boy' in the Havant signal box. In the Register of Appointments (1864 to 1917) he is described as a signal lad. The 1901 census shows two Norris adults and seven children, with Fred's father John as a signaller. The family is living at Railway Cottages, Havant, where Frederick John was born 24 December 1898. Between 1953 and 1963 Fred was a guard on the 'Hayling Billy' line and he recalled a memorable Whitsun in 1961, when apparently there were 568 passengers in three coaches for one trip. Sometimes Fred made at least a dozen trips a day to Hayling, where four of the staff were ex-Royal Marines and the station was known as 'The Barracks'.



'Langstone Station' early 1900s



Level Crossing and 'Railway Cottages'



Hampshire County Council's Executive Member for Environment, Councillor Keith Estlin, and the Mayor of the Borough of Havant, Councillor Gordon Erlebach,

Jointly invite you to the

OPENING CEREMONY

By Mr Steven Norris,

Chairman of the National
Cycling Strategy Board,
Department for Transport,
of the 1st section of

THE HAYLING BILLY TRAIL

At the Site of the New Crossing Gates,
off New Lane, Havant

ON FRIDAY 30 AUGUST 2002 AT 2.30pm

And afterwards at a Reception in
The Members Room at The Civic Offices, Havant



Opening ceremony of the
Hayling Billy Trail, 20 August
2002



On 14 September 1963 everything stops for Alan Bell to take this photograph. On the platform is Crossing Keeper Mick O'Shea who also ran a taxi service. He always wore his 'taxi' hat rather than his 'railway' hat.

Fred never tired of the journey and would often glance at the old windmill at Langstone, where his grandfather, Thomas Norris, had been the last miller. Further research confirms that Thomas (born 1831 at West Dean) was a tenant miller at 'Wade Mills, Langstone' by 1897 and was still there in 1899. However, the 1901 census shows Thomas as a widowed miller, living at a 'cottage and bakery' at Nyetimber.

The Hayling Branch Line closed in November 1963, which may have suited Fred quite well, as he would have been almost sixty-five.

During one week in August 1966 the swing span on the Hayling railway bridge was removed, piece by piece. In February 1973 *The News* announced that the wooden railway bridge, was due to be demolished in April at a cost of £3,750. However, it was not until 2002 that the section of disused railway line between Havant to Langstone Road was opened as a leisure trail for walkers and cyclists. Since then the trail has been upgraded as far as Langstone Bridge, and at North Hayling where the remaining railway signal has also been restored.

WATER SUPPLY and SANITATION

Bingley's book of 1817 describes a well at Langstone *which breaks out under salt water*. Today fresh water bubbles can sometimes be seen on the shore near the water mill and a local dog has been seen drinking from this fresh water. Other wells were in the grounds of the Coastguard Station and the gardens of The Green Cottage and Langstone Villa (now The Mews). There is a filled-in well under the main reception room of Langstone Towers, which was previously the site of a cottage garden.

The Venturi House alongside the approach to Langstone road bridge was built in 1928. It used to contain a pump mechanism which measured the water flow to Hayling Island. The amount of water used on the island increased dramatically in summer with all the tourists and day-trippers.

In a letter to *The News* editor, written in 1923 and signed 'A Water Carrier

(daily)', a Hayling Islander said about the water supply: *Had I intended to build my own house the Havant Council would do their duty and see that I had supplied myself with water and good sanitation, regardless of the expense. Now we have houses built and inhabited two years and water pipes to the bath, copper and sink, but no supply. The only means we have of obtaining water is by removing the down stack pipe and waiting for the rain to fall, or walking a quarter of a mile and carrying back sufficient for all purposes. Is it reasonable to expect a woman, in her husband's absence, to take this journey in all weathers to keep the house in order and the lavatory flushed? If anybody is placed in the responsible position to make laws they should keep them or go to jail.*

TRAVEL and TRAFFIC WOES and NEW ROADS

Balloon Lands at Langstone – Charles Green, who was born in 1785, pioneered the use of coal gas in ballooning. He made over 500 ascents between 1821 and 1852, the first being by order of the Government at the Coronation of George IV in July 1821. This first flight using coal gas took off from Green Park.

The following month the *Hampshire Telegraph* reported Mr Green's ascent from Portsmouth in his Coronation Balloon, which was filled at the newly erected Portsea Gas Works. At 3.13 p.m. a huge crowd watched as the balloon rose upwards to the strains of the National Anthem. *The atmosphere being unfortunately dense, the gallant Aeronaut was enveloped in the clouds in about 90 seconds.* After four minutes Green was seen throwing out some sand ballast but he descended after a voyage of 40 minutes, as the cloud vapour was causing the gas to contract.

Mr Green tried to hail a fishing boat in Langstone Harbour but was refused assistance. He supposed that this was from the fear of approaching so stupendous a machine. The balloon finally alighted near the village of Langstone, where he was driven 200 yards along the shore but was very kindly assisted in disengaging himself and taking care of the balloon, by some millers belonging to the mill near that place. Mr Lipscomb, a local brewer, took him to

Havant where he caught a chaise back to the King's Arms at Portsea, arriving there at 6 p.m.

In 1870 Charles Green died of a heart attack and was survived by his widow, Jane. The National Portrait Gallery holds two pictures of Charles, which can be seen on its website.

Horse rider killed at Langstone: 13.10.1902 – *The News* recorded the inquest at Emsworth Hospital on Richard Cole, aged 65, a carter of Hayling, who died through injuries caused by a horse at Langstone. The deceased was riding a cart horse with no saddle near the level crossing. As the train passed, a second horse shied and backed the cart into the horse the deceased was riding. The horse threw him off and trod on his stomach, causing internal injuries.

Furious Motoring: Hampshire Post 1905 – *Edgar Pennicutt, for driving a car furiously, was fined £1 with costs. Miss Florence Thomas, who was assisting her father at the tollgate at Langstone, stated that the car ran into the gate, forcing it back and breaking the hinge. Mrs Mia Clark, a lady in charge of a perambulator, asserted that the car was travelling at a tremendous pace. No hooter was sounded and Miss Thomas unlocked the gate at risk of her life.*

Excessive Toll: 23.2.1907 – The toll was always unpopular and in 1907 there was a special sitting at Havant Police Court before the magistrates. A test case was brought by the Motor Union as a result of a complaint by Dr Albert May of Hayling. May summoned Robert Gooden of the toll gate, Langstone Bridge, the bridge lessee, for having *unlawfully demanded an excessive toll for a certain carriage with four wheels called a motor car, propelled by other means than animal power, when passing and repassing over the bridge, to wit the sum of 6d. each time of passing and repassing with such motor car.* The Rt Hon. Earl Russell appeared for the complainant. The power to impose tolls dated from an Act of 1832. For every cart drawn by one horse the return charge was 6d. and the Light Locomotives Act of 1896 enacted that motor cars of less than two tons were liable to the equivalent charge. *Up to March 1905 the charge was 6d. return but now it was 6d. each way or 1s.*

return. The Bench had the power to determine what toll should be charged. The complainant maintained that a carriage did more damage than a car, because of the grinding of the iron tires and horses' hoofs on the macadamised road. [Macadam was originally bound together with gravel or slag, not tar.] Judgment was deferred for a week. The Bench had not been asked what the toll should be but ruled that the complainant had been overcharged, as the 1896 Act gave no power to order more than 3d. each way. The magistrates ordered compensation of 6d. for each overpayment, with costs, and £2 2s. solicitor's fee.

August 1929 – Approval was given for the widening of the crossing gates at Langstone from 18 feet to 28 feet 6 inches, as the road had already been widened.

Traffic Signals: 1932 – Automatic traffic signals were installed at Havant cross roads. The illumination from the red, green and white lights was said to be very effective.

Slow Progress: 8.7.1934 – Hundreds of cars were held up between Havant crossroads and the toll bridge. There was one long queue stretching from the church to the bridge and *the average rate of progress was one yard a minute.*

Hampshire Telegraph 20.7.1934 – *There has been so much speculation as to the number of toll-paying vehicles passing over Langstone Bridge that the following figures taken last Sunday between 8 a.m. and 8 p.m. should be interesting: Motor-cycles 961, light cars 3,984, motor-vehicles with trailers 5, omnibuses and charabancs 137, motor-vans 25, horse-drawn vehicles 5, and cycles 1,944, making a total of 7,061 vehicles. With such a variety of types of transport and so many motor-cycles and bicycles the journey must have been a nightmare on a busy Sunday.*

Hampshire Post 1904 – Joseph Barber and Daisy Westbrook were each fined 6s. 6d., including costs, for cycling on the pavement at Langstone. *They pleaded that the roads were in a very bad state.*

Telephone Connection: 1904 – Hayling was connected to the telephone, with twenty subscribers and 'others in contemplation'. Permission was granted for eighteen telegraph poles in Langstone Lane and other roads.

Havant's New Road: 1938 – *A notable event this Eastertide. The by-pass from Leigh Road to Langstone. The opening of the new by-pass road [cutting through West Street] has been constructed in consequence of the closing of the level crossing in North Street. The road from Havant Farm to Woodfield, Langstone, is 20ft wide and made of concrete.*

New Road to Hayling: 1939 – In June J H Street, who owned a house in Langstone Road, wrote to *The News* about the imminent inquiry to be held at Havant Town Hall on the new road proposed for Hayling. *It seems impossible to find the father of the idea of this road. The main reason I understand is to relieve the traffic, which certainly needs relieving, but will the construction of this road through the middle of the Island obtain the desired result, when the cause of the congestion is the bottle-neck bridge about 14ft wide, the toll-gate through which two vehicles cannot pass, and the level crossing?*

Street went on to say that from 10.30 a.m. to 1 o'clock the previous Sunday morning, the road had been blocked from the toll gate up to Langstone Avenue. *As the toll gate causes the nuisance - MOVE IT - the trouble is solved.* As the County Council apparently had the construction of a new bridge and the removal of the toll at twenty to thirty on its list of works, Street anticipated (pretty accurately) that it would be twenty years before the toll was freed. *One wonders if thousands are to be expended on this new road where anyone is going to find the money for a new bridge.*

Fatal Accident at Langstone: 1946 – Alexander Crombie 'Jock' Jordan was born in Scotland in 1884 and before World War One he worked as an ornate plasterer. During the war he served with the Scots Guards but he received serious shrapnel wounds to one leg and was hospitalised at Hoddesdon, Herts. There he met his future wife, Ethel Mary Bennett, who was the volunteer bandaging his wounds. In August 1917 he married Ethel at St Faith's Church, Havant, and in October he began work as a railway porter on

general duties. Jock's first son was born at Myrtle Cottage, Hayling. Then the family moved to Tarbay Cottage, one of two tarred wooden properties near North Hayling Waterworks. The rest of the children were born between 1919 and 1934 at Fern Cottage, Langstone, one of a pair of cottages next to the Ship Inn. These belonged to Gales but were leased by the railways. Jock was now working at Langstone Station. Another of his duties was to collect the tolls on the road and during World War Two he sometimes had to check that everyone in Langstone had their blackouts up correctly.

In November 1946 Jock was manoeuvring the Langstone level crossing gates when he was knocked down by a Hayling-bound hit-and-run driver, said to be the owner of the fairground at Hayling. Jock died at the scene. The late Noel Pycroft recalled that Jock's son, Peter, was working at the North Hayling brickfield when he was told the tragic news. Jock's widow was left with several children ranging in age from 29 down to 12. Film of the Hayling Billy shows how cars would shoot through the gap as the gates were being closed and with his war injuries it may be that Jock was not as agile as he might have been. His grandson, John Jordan, remembers being told that Jock's wife had to dress her husband's leg daily all his life.

Ethel Jordan continued to live in Fern Cottage, a tied house, and she died in 1960. Jock and Ethel are buried at New Lane cemetery. Jock's granddaughter, Caryll, told me that she was born in Fern Cottage shortly after Jock died and she also lived at the house between the Royal Oak and The Old Mill.

Heatwave: June 1957 – *The News* reported that heatwave traffic had broken all records. There were queues for the toll from 9.30 a.m. By 10.30 a.m. the traffic was jammed all the way back to Havant traffic lights and on towards Rowlands Castle and Farlington. Up to 6,000 cars an hour crossed Langstone Bridge.

Also in 1957 *The News* reported that a committee, convened by the Council, met to consider how to avoid the traffic queues to Hayling Island on sunny weekends. On occasions traffic had been at a standstill for up to six miles and had involved other traffic, particularly east to west along the South Coast.

The committee met in private and in a statement issued to the Press it appeared that members had convinced themselves that the Langstone level crossing was not a major source of delay. Yet some weekends it had been closed to road traffic four times in an hour. The County Council was to be asked to exempt pedestrians and pedal cycles from payment of the toll during June to September. *How much greater saving of time if the toll were dropped altogether.* The toll ceased in 1960, the level crossing closed in 1963 and in April 1964 construction began on the Havant by-pass. Its opening in 1965 led to the building of new housing estates to the north of Langstone Village as well as the IBM business park, and to more traffic!

A27 Havant By-Pass: September 1965 – The long awaited Havant by-pass was opened in September two months ahead of schedule by Lord Lindgren, Parliamentary Under-Secretary to the Minister of Transport, Tom Fraser. It consisted of 2.6 miles of dual and 1.6 miles of single carriageway. A few days later *The News* reported that the new road was giving brief exhilaration to motorists driving between Warblington and Forty Acres field at Bedhampton but it was taking twice as long to reach Eastern Road. On the first working day after the opening, by-pass traffic was refusing to give way to vehicles from Bedhampton Hill and queues stretched back to Bedhampton Junior School. The road was designed by H N Jenner MBE MICE for Hampshire County Council, and built by Southern Counties Construction of Waterlooville.

The Langstone Flyover: May 1984 – Plans for a £2.5 million flyover for the A27 at Havant were unveiled. The contract was awarded to the M J Gleeson Group and the flyover was opened on 1 November 1985.

SOME WEATHER EVENTS

Blizzard: January 1881 – The blizzard of 17-18 January was one of the most severe ever to hit the southern parts of the United Kingdom. Nine trains were snowed up between Havant and Emsworth and drifts were several feet deep. The *Hampshire Chronicle* reported that people detained at Havant were offering as much as a guinea a room for the night but were being refused.

Many passengers slept in the freezing cold railway carriages, including one couple who spent the first night of their honeymoon on the train. What a picture Langstone must have looked at the time!

Destructive Gales: 1890 – The major newspapers reported that a very heavy westerly gale had swept across the south of England on 23 January with terrific storms being experienced in the English Channel, the most severe for years. *The railway bridge connecting Hayling with the mainland was submerged and when the tide went down it was found that a portion of the railway bridge had been carried away. A telegram was received at Portsmouth directing the railway clerks not to issue any more tickets to Hayling, as the traffic was interrupted. It seems that a portion of the railway bridge connecting the island with the mainland had been swept away by the violence of the gale and the passage cannot be undertaken until the structure has been repaired.*

Boats Adrift: 14.12.1893 – *The News* reported that a barge and open launch belonging to Mrs Little of Langstone Gate dragged their anchors and after driving a distance of 500 yards ended up on the shore. *Between the old Black Mill and Wade Lane the sea wall was washed away to the extent of about 50 feet.*

Beautiful Arctic Scenery: February 1895 – The *Portsmouth News* described the scene in Langstone Harbour. *To the east and west, almost as far as the eye could see, was a perfect picture. From Langstone Bridge to Sinah Point was almost a solid mass of ice and looking towards Emsworth the ice was undulated like frozen waves. By moonlight the sight is one which will never be forgotten. An old gentleman, who has lived in Havant upwards of fifty years and remembers the winter of 1854, says he never before saw such a sight in the harbour.* In Emsworth Harbour about 100 boats, fishing smacks and yachts were all frozen in. At the entrance to the flood-gates of the Bridgefoot mill pond the ice had to be cleared with a pick-axe, *else the mill must have stopped working.* Fortunately, the remarkable scene was captured by the Havant photographer, William Scorer. On the same occasion the ice at Leigh Park was well patronised by skaters, the morning temperature there being as low as 25 degrees Fahrenheit.

Gladys Damaged: February 1899 – *The News* reported that during the recent high winds the barge *Gladys* was lifted onto the piles at Langston Quay and had two large holes knocked into her, causing her to sink quite quickly. The tide was the highest for several years and reached Langston railway station. At Warblington the sea bank was washed away in two places, *thus destroying the footpath, which was about 6 feet high from the beach.*

On the same day there was an article about the ketch *Myotosis*, from Plymouth, going aground at 9.30 a.m. in passing through the Hayling railway bridge at Langston. *The railway is blocked between Hayling and Havant by the vessel, which cannot be moved until the high tide tonight.*

High Tide: Hampshire Post January 1913 – *Langstone suffered dreadfully from the abnormally high tide on Boxing Day, considerable damage being done to many homes by the floods. Principally, the only houses which escaped were Captain Bain's and Mr Russell's. Fires were extinguished and so sudden was the visitation that no provision for the safety of pigs and fowls could be made and many were drowned. The barge 'Mary Jane' broke from its mooring at Milton and without either captain or crew made a hazardous journey to Langstone. [See also, March 2016]. The majority of the homes were left comfortless and hard work was the order of the remainder of the day.*

In February 1913 Havant Urban District Council agreed that flooding at Langstone should be remedied by extending the drains on land in the occupation of Mr Green (Mill Lane) and attaching a tidal flap. This would permit the water to be drawn off. The Council's surveyor estimated the cost at £7 10s.

Thunderbolt: Portsmouth Times June 1936 – *Patrons of a Hayling Inn were thrown back when a thunderbolt dropped into Emsworth Harbour. At Langstone the Ship Inn was struck, the chimney being knocked away, the roof partially wrecked and oak beams splintered. Jack Cobb, the 14 year old son of the licensee, and his young companion, Alec Jordan, had a wonderful escape from serious injury, both being knocked down and covered with brick dust during what they described as an explosion. In February 1937 John Cobb died*

aged 78. He had been landlord of the Ship Inn for eleven years.

Verandah Damaged: *Hampshire Telegraph* 29.10.1937 – It was reported that Langstone Village had been seriously flooded during the recent stormy weather, with the ground floor of most of the houses being under water. *So bad were the floods that Mr Longcroft put up a notice giving the public permission to walk across his grounds rather than wading or boating to their houses. A large portion of the verandah at Langstone Mill was torn away by the wind and tide and hurled onto land on the north side of the house, while the footpath from Langstone to Warblington again suffered badly.*

Tornado: 8.12.1954 – On 8 December 1954 there was a minor tornado with winds of 70mph. It struck Thorney Island at about 4 p.m. and worked its way up the East Coast. In Langstone a miniature whirlwind tore the roof off a boat store and carried it over the causeway, where it landed in the mud near the wadeway. A smaller building was completely destroyed. A witness reported seeing a plume of spiralling smoke, accompanied by hailstones and thunder. Debris was strewn across the road, including bricks, parts of boats and a telegraph pole. Graham Little, who leased the boat shed, found that the brickwork for some thirty feet to the north was sound and he proposed to cut back the damaged brickwork to the piers and to re-roof and make good the shed.

Big Freeze: 1963 – The winter of 1962-1963 was one of the coldest on record for England and Wales, in particular, and was described as 'The Big Freeze'. January 1963 was the coldest month of the century and the sea froze at Langstone.



The Hayling Billy crosses unhindered over the frozen sea. *Roger Gallienne*



The Langstone Harbour Board's maintenance boat

Storm Katie: *Portsmouth News* 31.3.2016 – Storm Katie caused Langstone Harbour Board's maintenance boat *Delilah* to break free of its moorings at Ferry Road. The boat then travelled five miles via a gap in the footings of the old railway bridge, finally coming to rest against Langstone road-bridge with a hole in its hull.

CRIME IN LANGSTONE

Langstone might once have been a small hamlet but it had its fair share of criminal activity. One evening in 1801 Thomas Tribe, miller at Langstone, was returning from Havant market when he was attacked by two men in Langstone Lane, who robbed him of upwards of £6. *They also beat out three of his teeth and bruised him very much about the head and face.* The following month the *Hampshire Chronicle* reported that *the mill belonging to Mr Knapp, at Langstone, was broken open and a quantity of flour taken away.*

There were prison hulks in Langstone Harbour, which must have felt too close for comfort. In 1802 the *Morning Post* reported that the ship *Glatton*, Captain Colwell, bound for New South Wales with convicts, was lying at Spithead. *Several confined on board the hulks in Langston Harbour, are to be put on board.* In 1806 convicts were sent from Newgate Prison *with a strong*

escort, to Langstone Harbour, preparatory to being sent to New South Wales.

As Langstone was the port for Havant it was a good place for landing contraband goods, or going out to sea to meet up with smugglers. In 1816, for example, there was a seizure of 500 kegs of spirits in Langstone Harbour.

In December 1853 the *Hull Packet and East Riding Times* told of the Hampshire Constabulary having captured, at Hayling Bridge toll house, two men and a cart laden with 26 tubs of brandy. *The men did not give in without a struggle and another cart and horse escaped with the driver, the captain of an oyster vessel, recently returned from transportation for attempting the murder of a man at North Hayling with a sword.*

A Case of Arson in 1870 – Charles Austin, aged eleven years, was brought up on remand before the magistrates, charged with having maliciously set fire to a hay rick belonging to Mr Frederick Furniss, the Hayling Railway contractor. Austin and his friend, Victor Fogg, had been seen by Frederick Dent, a local lad, buying bulls-eyes in Langstone village and they had then asked Dent for a match. Dent gave each of the boys a match and Austin and Fogg went towards the field behind Langstone Villa, which was being rented by Mr Furniss. George Morey, servant to Mr Furniss, had charge of the railway signals and had gone to change them to allow a train to pass when he saw the rick on fire. From something he was told he went towards the sea, where he saw Austin lying alone in a ditch running under the sea wall. Mary Jane Gale, who also worked for Mr Furniss, said that she had seen the two boys going up to the rick and that Austin had some paper under his arm. The evidence was that Austin struck the match on his boot, lit the paper the bulls eyes had been wrapped in and set fire to the rick.

Austin had initially been remanded by Mr Longcroft, Clerk to the Justices, to the next court and in the meantime Mr Deverell of Purbrook Industrial School had been contacted. He offered the boy a place at the school for three years. The magistrates, having found the boy guilty of the offence, then ordered that Austin should be sent to the school, where he would be clothed and fed and taught the habits of industry.

Watercress Thefts: January 1885 – Edward Elliott, alias Jones, was charged with stealing watercress from the Lymbourne stream, between Havant and Langstone. He was reported to the police by William Goodall, who saw him picking the watercress. A whole basket, or half a pad, was recovered from the scene. Elliott pleaded guilty but as he had a previous similar conviction the matter was adjourned for further inquiries to be made.

Three Thefts in 1937 – This seems to have been a bad year for Langstone. The *Hampshire Telegraph* reported the sequel to a jewel robbery that had taken place earlier at Langstone Lodge, the home of Mr C B Longcroft, Clerk to the Havant Justices. A man had been arrested in another part of the country and would have to answer to the Langstone burglary, where jewellery valued at £136 had been stolen.

The intruder showed audacity in climbing onto a verandah and entering a bedroom. Mr and Mrs Longcroft were at home at the time and thought, on hearing a noise, that it was the maid doing her usual domestic duties. When the police were called the intruder had made good his escape by a few minutes. The police found certain clues which led to McHale of County Mayo admitting the offence. For this and eight other offences he was sentenced to 18 months hard labour.

Also in 1937 Kathleen Bates, 18 years, pleaded guilty to stealing a total of £1 12s. belonging to her employer, Elizabeth Eleanor Brown of Langstone Place (now Langstone Towers). On advice of the police Mrs Brown left a marked florin in a place from which money had previously gone missing. The Bench took into account the defendant's good character and bound her over for two years in the sum of £5. A few months later Miss Bates, by then an ex-servant, entered Langstone Place via the French windows and stole a radio and some keys. She also took a bicycle belonging to Joan King and a brooch belonging to Rose Chase, two of Mrs Brown's servants. She told a police officer that she had sold the radio in Queen Street and given the bike to a cousin. She was committed for trial.

A strange theft in 1937 occurred when Mrs J H Street's residence, Hollow

Tree, Langstone Road, was entered and a suitcase and a suit of clothes was taken. *During the weekend a suitcase containing an old suit of blue serge and a mauve and lavender coloured silk pyjama jacket was found abandoned on Stockheath Common. The suit bears the name of a West End maker and a 1927 clue.*

Blackout Breaches: February 1940 – Several defendants were summoned at the Havant Police Court for breaches of blackout regulations. Mabel Newton of Langstone High Street had to answer a summons for causing lights to show. Special Constable Tanner said *he was in Langstone Village at 10 p.m. on February 1st when he found one window at the defendant's house not screened and another only partly screened. He could see a light in the house from a distance of 200 yards. Lights were showing from two other windows.* The defendant, in a letter to the Bench, stated that the blackout material must have fallen down. She was fined 15s.

Damage to Bridge Signal Box: 1953 – Two 15-year-old boys, with a gun, took a boat out to Hayling Railway Bridge. They climbed up to the signal box and fired at it, breaking the glass and causing £4 13s. 4d. worth of damage. In the Juvenile Court they admitted trespassing on the railway and carrying a gun without a licence. The magistrates ordered the boys to report to the Cosham Attendance Centre for a total of 12 hours, on Saturday afternoons, and ordered the parents to pay £2 12s. 11d. costs.

SOME LANGSTONE CELEBRATIONS

Queen Victoria's Diamond Jubilee: 1887 – To celebrate the Queen's Diamond Jubilee the villagers held their own celebration, which was organised by Mrs E Churcher, Mrs Frank Phillips and Mrs Driver. The villagers met on Langstone Quay and headed by their own band they paraded to a meadow, kindly supplied by Mr William Softly. Tea for about 150 adults and children was served in a large tent and a marquee, and was followed by various sports such as running, and egg-and-spoon and sack races. Interestingly, the prizes consisted of *useful articles of wearing apparel for children.* The village was decorated for the event with flags supplied by Mr

Salter, Chief Officer of the Coastguard Station, and Mr Albert Little of Langstone Bridge.

Mission Room Entertainment: 1892 – In December the first of a series of entertainments, inaugurated by Mrs Wyatt Rawson of Langstone Lodge, was held at the Mission-Room for the amusement of villagers, the building being crowded to excess. *The Rev. S G Gilbert, presided and there was an excellent programme of violin trios, songs, recitations, readings and mandolin solos from the Misses Boyd and Rawson, Major and Mrs C P Boyd, Miss Kittoe, Miss de Chair, Mr W Gloyne, Mr Sewell and the Rector.* [Maps from this period show that St Nicholas' Chapel was known as the Mission Church. The Boyds lived at Wade Court.]

Langstone Lodge: April 1893 – Mrs Rawson gave an entertainment to the villagers, with an additional performance of glees by the children. That summer Mrs Rawson also invited the residents of Langstone and district for their annual picnic, which was always held in the grounds of Langstone Lodge. Over 200 people were present and a sumptuous tea was provided for them on the lawn. Various sports were also indulged in, the other guests joining with them and doing all they could to help. *A new feature in this year's entertainment was the gift of prizes by Mrs Rawson for competitions for wild flowers, grasses and ferns. The exhibits were very numerous and the competition keen. The Havant Band, conducted by Mr Loader, played a selection of dance music in the evening and during dinner for the house party on the lawn.*

Southbrook Tea Party: July 1913 – Mrs Edith Lewis of Southbrook invited a number of elderly people from Havant Workhouse to a tea party. *They arrived in two brakes and after an excellent tea they had an enjoyable sojourn in the grounds until 7 o'clock, when the aged guests were conveyed back to the workhouse.*

Warblington Pageant and Country Fair: July 1930 – An elaborate pageant was produced in July, in order to help fund central heating for the church. Jane, Lady Portal DL told me that she watched the performance, when she

was six years old and living at Flint House. Her mother, Barbara Williams, played Lady Cotton and her father was a befeater. She was not allowed to watch the first episode as it threatened a Saxon child sacrifice. She told me that she had to sit in the car with her friend and chauffeur, Mr Glenister.

At the time Warblington Castle was being rented by Captain Dudley North RN, whose daughter, Susan, was born in Langstone Towers in 1924 and christened in the attached chapel. Captain North played Henry VIII. The pageant consisted of eight episodes on the history of Warblington, beginning in AD504 and ending with smugglers arriving in 1780. About 200 people took part and the side-shows and refreshments were supervised by Captain Cowell. On the second day Mrs Soames, whose idea it was to produce the spectacle, was presented with a Queen Anne chair. Mrs North received a bouquet. Muriel Hudson, a former Langstone resident, watched the event and was very impressed, particularly as real horses were used.

Garden Fête at Flint House: *Hampshire Telegraph* July 1934 – *A splendidly organised garden fête was held by the Havant branch of the League of Nations Union in the beautiful grounds of Flint House, the picturesque residence of Colonel Williams OBE. Pony rides on Mrs Du Boulay's animals, tiger-hunting, an aerial railway, Monte French's orchestra, Miss Bellenden Clarke's talented dancers and Miss Creighton's delightful vocalism were among many items on the programme. In the evening Sir Thomas Inskip MP presided at a meeting in the grounds on the aims of the League. Sir Thomas Urwick talked about recovery from World War One and the inventions of science which we had not yet learnt to use properly.*

Woodfield: June 1937 – Havant Garden Fête, in aid of Dr Barnado's homes, was held in the grounds of Woodfield, Langstone, lent by Mrs G A Day. It was opened by Lady North of Warblington Castle. The fête made £50, therefore the Havant Habitation of the Barnado League was able to adopt a baby and pay for her keep for two years.

Langstone Lodge: July 1937 – Fête at Langstone Lodge. *Despite inclement weather, the garden fête held at the residence of Langstone Lodge on behalf of*

the War Memorial Hospital was well attended. Major Clerk-Jervoise presided at the opening and Mrs Longcroft declared the fête open. Sir George Goodman paid tribute to the deep interest which Mrs Longcroft took in the welfare of Havant and, in particular, that of the War Memorial Hospital. In the evening a clever performance was given by Miss Sybil Moore's Troupe. The stalls included white elephant, cakes, sweets, produce, hoop-la, clock golf, wheel-of-fortune, coin-on-saucer and teas. Bedhampton Silver Band played selections during the afternoon and evening. [A newspaper photograph shows all the ladies wearing hats.]

Langstone Regatta: September 1913 – Before World War One the Langstone Regatta was the highlight of the year. In 1913 there were eighty entries from several different clubs, with rowing and sailing races for all kinds of craft, from flat-bottomed punts and fishing boats to four-oared Coastguard Service gigs. There were also swimming races for the boys. The widowed Lady Fitzwygram presented the prizes outside the Ship Inn. *The Havant Military Band played during the afternoon and evening and there was dancing on the green in a field lent by Captain Bain RN. Messrs Pain of London gave a display of fireworks.*



Spectators on the Quay watching the regatta

ODDS and ENDS

Funeral: January 1900 – *The funeral of Mr John Hammond, for many years a resident of Langstone, took place at Havant cemetery. Formerly a driver in the Royal Horse Artillery and served in the Crimean war. Received the Crimean medal and suffering severely from frostbitten feet was invalided from the service on a life pension of 6d. a day.*

Proposed Development: December 1962 – *The News* announced that ten three-storey dwellings in terrace form, with garages and boat stores on the ground floor, were planned for the junction of Langstone Road and Langstone High Street. The houses would take the place of the former Airspeed Limited factory. Permission was granted subject to landscaping and access being agreed. This plan was abandoned and the first house in The Saltings was not occupied until 1970.

Bronze Age Discovery: 1981 – During pipe laying for a new house in Mill Lane, a broken Middle Bronze Age urn was uncovered. Pottery body sherds and part of the rim are now on display at the Spring Arts and Heritage Centre, Havant, as a *Deverel-Rimbury type barrel urn 1500BC to 1150BC, a possible cremation urn.*

SOME LANGSTONE PROPERTIES

THE COASTGUARD STATION

The 1861 census shows five members of the Coastguard Service living in the village with their families. They include the Chief Officer Francis Fagg, his wife and their six children. However, it was not until 1862 that the Admiralty invited tenders for the erection of a permanent coastguard station at Langstone. *Drawings and specifications may be inspected at the Coast Guard Station, Hayling Bridge, or at the Admiralty Coast Guard Office, Spring Gardens London, to 31st May and tenders received up to 3rd June.*



Coastguard Cottages

In 1863 the *Building News* published figures for the coastguard cottages. The total estimate was £2,404 10s. 2½d. This included eight cottages with outbuildings and fittings, the largest being the Chief Officer's cottage at £198 1s. 9d. The forming sea wall, pathways and boundaries cost £100, the watch and storehouse £200 plus £10 8s. for fittings. Supervision amounted to £111 4s.

The 1923 Navy List shows that from 1919 Jesse Louis Spencer was the Chief Officer of Coast Guard at Hayling Bridge Station, Langstone. The station closed in 1924 and Mr Spencer died in 1960, aged ninety-one. His daughter, Miss Florence Ivy Spencer, continued to live in the house until just before her death, in Cornwall, on 23 April 2003. She was aged 103.

PARTICULARS.

ALL THAT

- Valuable Freehold Property -

Situate at Langstone, Havant, close to the Hayling Bridge, and known as

The Hayling Bridge Coastguard Station

Substantially built of brick and slated roofed and comprising :—

OFFICER'S HOUSE, EIGHT COTTAGES, LOOK-OUT HOUSE and GARDENS.

In all about One Acre.

THE OFFICER'S HOUSE contains Entrance Lobby, 2 Sitting Rooms, Kitchen, Larder, Cupboard under stairs, 4 Bedrooms, Cupboard on landing, Outside Store, Shed and E.C. Water laid on to Kitchen and to stand pipe by back door, large Garden parted by pale fence.

THE EIGHT COTTAGES each contain Sittingroom, with range, Dresser and 2 Cupboards, Cupboard under stairs, Kitchen, Larder and 3 Bedrooms (2 having stoves), Outdoor E.C., Shed and Coal Receptacle.

THE LOOK-OUT HOUSE comprises 1 Room, Cupboard and Coal Hole on the ground floor and 1 Room on 1st floor approached by outside stairs.

There is a detached Washhouse, 15ft. x 12ft., used in common by the various Tenants and fitted with 2 Coppers, 4 Wood Washing Troughs with Company's water laid on, Pump for rain water and stout wood bench.

Company's water is supplied to the Cottages by means of two stand pipes.

THE OFFICER'S HOUSE is let to Mr. Spencer at 15/- per week and the eight Cottages to various Tenants (Nos. 1 and 2 being decontrolled at 8/- per week each), Landlord in all cases paying Rates and doing repairs, or a gross yearly Rental of

£205-8-0.

Sale particulars for the Coastguard Station, 1924

LANGSTONE HOUSE and THE WINKLE MARKET

The late Noel Pycroft was born at Hayling, in 1928. His family is remembered for its brickmaking business. Noel told me that when he was about fifteen he began to supplement his income by gathering winkles from the Mill Rythe area and selling them to the Russell brothers, who lived at Langstone House. He collected up to 22 gallons per weekend but it was an awkward load to transport. Noel solved this problem by making a trailer which he attached to his bike. When the Russell brothers gave up their business Noel sold his winkles to Joe Matson, a Havant fishmonger and poulterer.



Langstone High Street

In the 1880s The Winkle Market was a two-stalled stable for Langstone House, with loft over. In 1899 the whole property was purchased by Henry Russell, an oyster merchant, who died in 1916. In the mid-1940s, when Noel began selling his winkles to Henry's sons, there were several sheds on the site. Oak gallon and half-gallon containers were used to measure the winkles. John Stride used a two-wheeled trolley to take the shellfish to Langston Station and from there they went to Mac Fisheries in London. Stride also collected winkles which came here by train from Lymington to be sorted and distributed. Other supplies came from Emsworth fishermen, and if the Russells were short they used black winkles from the harbour bar. These fetched less, as they tended to be small and had to be sieved.



Langstone House with cottage and shellfish store (now The Winkle Market)

In 1954 The Winkle Market was converted to a house by Lt Col Selwyn Guise Cutler RM and his wife. 'Cuttlies' was born in 1898 and after retiring from the Royal Marines he became a Queen's Messenger. He was known in the village for his home-brew. He died in 1970.

LANGSTONE TOWERS and ST NICHOLAS' CHAPEL



Langstone Towers Red Cross Hospital



Langstone Towers



St Nicholas' Chapel

The house now known as Langstone Towers and divided into two apartments, consists of an older property, part of which was demolished in about 1960, and the Victorian section with its cupola and chapel. The chapel, which is attached to the house, was built circa 1870 by Henry Williams Jeans FRAS, whose wife Susan was descended from the local nonconformist Silver and Bayly families. Susan's father, Thomas Bayly Silver, was a trustee of Havant Independent Chapel and died in 1819 when Susan was about twelve. In 1838 Susan Silver and her sister, Catherine, were baptised as adults at St Faith's Church, Havant. On 23 June 1846, two years after her mother's death, Susan married Henry Jeans at St Faith's Church, Havant.

Thomas Temple Silver

The wall plaque at the west end of the chapel states: *This building set apart for religious teaching is erected to the revered memory of Thomas Temple Silver of Woodbridge, Suffolk, who died May 6th 1868.* Thomas Temple Silver was Susan's second cousin. He was born in Woodbridge where his father, Thomas Temple Silver the elder (born in Portsmouth in 1778 and baptised at Havant Independent Chapel), was an ironmonger. When his father died in 1855 Thomas the younger took over the business. At this time ironware was one of the main imports at Woodbridge, which had seven ironmongers. When Thomas Temple Silver died in 1868 his estate was valued at £70,000. There were legacies of £500 to each of Susan's remaining sisters, Eliza and Catherine of Langstone, and one of £1,000 to Susan and her husband.

Henry Williams Jeans

Henry Jeans was born in Portsea in 1804 and was the son of Joseph Jeans, a builder. He was briefly articled to a solicitor but in 1824 was working in the dockyard where he was put in charge of the chronometers in the observatory. He then taught mathematics at the Royal Naval College in Portsmouth before it was temporarily closed in 1837. After spending three terms at St John's College Cambridge, Henry returned to the newly reopened Royal Naval College, where he was mathematical master from 1839 to 1866, becoming a Fellow of the Royal Astronomical Society in 1840. Henry was the

author of *Handbook for the Stars* (1848) and books on plane and spherical trigonometry, navigation and nautical astronomy. In his will he left his wife *my own publications with the diagrams and stereotype plates belonging thereto and the stock of books remaining unsold and the copyright of the same.* St Faith's vestry minutes show that in 1866 Henry was elected churchwarden to Reverend Francis Seymour and that he remained in post for six years. Soon after receiving the bequest of £1,000 Henry and Susan, who were in their sixties and childless, embarked on reconstructing the property now known as Langstone Towers, and building the adjoining chapel. The cupola, which Henry incorporated in the house, was probably modelled on the existing one at the former Royal Naval College in the dockyard, and reflects his interest in astronomy.

Henry died in 1881, aged 76. His obituary in the *Portsmouth News* stated that *for many years he has resided at Langstone and was formerly well-known as mathematical master at the Portsmouth dockyard. He was highly respected in this district and spent a large sum of money in the erection of a small church, where he held frequent religious services. He was assisted in this good work by the clergy of Havant. We understand that the services will not be interrupted as provision has been made by Mr Jeans for a sufficient endowment. Poverty was almost unknown in the village near his house and his demise will be bitterly regretted by all of his poorer neighbours.* Henry's estate was valued at £25,000. A codicil to his will states: *I give and devise to my dear wife Susan, all that Chapel erected by me situate adjoining the house in which I reside at Langstone, to hold to her, her heirs and assigns forever.* One of the executors of Henry's will was William Samuel Gloyne who built Glynfield [now Flint House], which is situated in Mill Lane. William, a local brewer, had married Henry's great-niece, Susannah Jeans, in 1876.

Susan Jeans died at Langstone in April 1887, aged 79. Under the terms of her late husband's will all their real estate was auctioned, except for the chapel. The sale included several properties and forty-five acres of land in Langstone, about half of which had been inherited by Susan when her mother died in 1844. At the time of Susan's death Mr Purse, her gardener, was occupying The Green Cottage.

In 1897, the Rector's review of parish work stated that Langstone services were *not quite appreciated* but by 1901 the Sunday services at Langstone Mission Chapel were being *well-used*.

Portsmouth Times Jan 1914 – *Death of Miss Bartlett at East Street. She was a prominent church worker and member of the Primrose League. Her father was a music master who carried fame nearly 100 years ago. She and members of her family were organists at St Faith's church. Although aged 89 she walked every Sunday to Langstone Mission Church to play the harmonium.*

In the 1920s, the Rector started a Sunday school which was run by Miss Doris Norkett, who was born in Pook Lane, Warblington, in 1905. She had about twenty pupils, mainly children from the tightly-knit community living in Langstone High Street. 'Norkie' would arrive with her bicycle laden with materials, and the children would spend Sunday morning singing hymns, listening to Bible stories, drawing pictures and making models.

After the war the chapel was refurnished.

In 1952 Reverend Douglas Caiger reported that the reopening of the Sunday School had been well worthwhile. The Sunday school was *No. 6 in the range of groups catering for the instruction of young church people in Havant.*

27.4.1926 – The wedding of Charles Longcroft, a local solicitor aged 40, and Ethel Russell, aged 42, took place by special licence. Ethel was the daughter of Henry Russell, the oyster merchant who lived at Langstone House. *On this happy day the chapel was decorated with evergreen leaves and white flowers. The bride wore a typical 1920s mid-calf length dress of ivory silk georgette, silver shoes and a veil of old Brussels lace crowned with orange blossom and white heather. Her bouquet was of carnations and white roses. Ethel's sister, the only bridesmaid, wore biscuit crêpe-de-Chine with a pale pink hat and carried a bouquet of pink and white carnations.*

In September 1944 a camping ground for the Havant Scouts was opened in the grounds of Wade Court by the County Commissioner for Rovers, Mr

Charles Steward. The *Hampshire Telegraph* reported that the occasion was marked by a weekend camp attended by scouts from many parts of Hampshire and adjoining counties. *On the Sunday Holy Communion was celebrated in the little church at Langstone, which was especially opened by the kindness of the Rector of Havant.*

In 2002 the chapel roof was re-laid using the original tiles, the rotten wooden pegs being replaced by aluminium ones. At the same time the church obtained title to the chapel via a statutory declaration made by Audrey Currie, Parochial Church Council Secretary. The Land Certificate is held by the Diocesan Board of Finance. Currently, a service of Communion is held on the first Sunday of the month. The chapel is also used for village coffee mornings and occasional social functions and exhibitions.

Captain Edward Joseph Bain RN (1855-1924)

By 1906 Captain Edward J Bain RN was renting Langstone Towers, in Langstone High Street and living there with his American-born wife Ella and children Frances, Graham, Donald and Ina.

In 1913 the Bains lent the field attached to Langstone Towers for evening dancing after the Langstone Regatta but soon after the outbreak of World War One Langstone Towers was lent by the owner, Alfred Stent (glove maker), for use as a Red Cross auxiliary hospital with up to 46 beds. Lucy Paxton, one of the founders of the Havant Red Cross, was the Commandant of the Langstone hospital for most of the War and her daughter Nellie was a staff nurse. Altogether 1,430 patients were treated and 125 operations performed. The hospital records are at Hampshire Record Office.

The story does not end there, as Edward Bain's daughter Frances Carmen Melita, had fallen in love with Nellie Paxton's brother George. George was wounded at Gallipoli in 1915, his father died the same year and his brother Archie was killed in July 1916 at the Battle of the Somme, aged nineteen. In 1918 George Paxton and Frances Bain were married at Kensington Register Office. They had three children.

In 1924 Captain Bain died at Southsea, aged 69 and his widow Ella died in 1930. Their son, Lt Cdr Donald Keppel Bain RN, commanded four different ships in World War Two and was awarded the DSO.

Sadly, George Paxton died in Germany in 1945 when his official army car skidded on ice. Frances Paxton (née Bain) came back to Norfolk House, Havant, for a while before moving to Farlington. She died there in 1969 and her ashes were scattered over George's grave at Limmer. George is memorialised on the Farlington war memorial.

During World War Two Langstone Towers was used by Airspeed Limited, who built a factory in the grounds where parts for Mosquito aeroplanes and Horsa gliders were made. It was later used to package painting-by-numbers sets.

LANGSTONE LODGE

In 1853 Mrs Pigott, a niece of the late Rector of Havant's wife Mrs Mountain, was admitted to 5 acres of land at Langstone. This included Langstone Villa, the two clapboard labourers' cottages in Langstone Road and the land on which Langstone Lodge was later built. Mrs Pigott paid £1,000 for the copyhold estate. In 1869 the estate was enfranchised and the family purchased the freehold.

Langstone Villa was demolished soon after it was vacated in 1871 by Frederick Furniss and Mrs Pigott then set about building Langstone Lodge. The house was let to a Miss Louisa Brook Barber, who wrote in 1876 from 'Langstone' to Samuel Clarke, a Havant brewer, in relation to the proposed education of a deaf mute child, whose father he was employing. The first census entry for Langstone Lodge is in 1881. It shows that the house was occupied by Captain Robert Hastings Harris RN and his family. Harris was Aide-de-Camp to Queen Victoria from 1892-5. He retired in 1908 as Admiral Sir Robert H Harris KCB KCMG and died in Devon in 1926. His effects were valued at £58,960.



Langstone Lodge with its verandah



Langstone Lodge

Mrs Rawson and Mrs Blanche Molyneux Royds

In 1880 Miss Emily Maud Hegan married Wyatt Rawson, a promising naval officer. Rawson was awarded the Ashanti and Arctic medals, served in the Royal Yacht, and was made Naval Aide-de-Camp to General Sir Garnet Wolseley. *He led the advance of the British Army by the stars in the celebrated march across the desert, preliminary to the battle of Tel-el-Kebir, in which he was the first to be wounded.* The battle, in the Sudan, was on 13 September 1882. Rawson died at sea, a week later, on his way home, and was buried in Malta. His second daughter, Victoria, was baptised after her father's death and Queen Victoria stood as sponsor.

Mrs Rawson moved to Langstone Lodge, shortly after being widowed. The 1891 census shows that she was at Langstone with her two daughters, a two-year-old cousin with nurse, and a cook, parlourmaid, lady's maid, housemaid and groom. In 1909 Victoria Rawson married Admiral Sir Frank Larken KCB CB CMG, and her sister Margaret married Admiral Sir Arthur Duff, KCB CB, son of General Alexander Gordon Duff. Each of their husbands served as Aide-de-Camp to the King.

Mrs Rawson's sister-in-law, Blanche, came to live at Langstone Lodge in the mid-1890s following the death of her husband, Ernest Edmund Molyneux Royds JP, of Rochdale. Blanche's brother-in-law, Sir Clement, died in January 1916, which may have precipitated Mrs Royds' departure from Langstone, though she was still here in June 1917, when a fête was held in the grounds of Langstone Lodge.

In 1900 Langstone Lodge was advertised in the *Hampshire Telegraph*: *Valuable freehold residential property known as 'Langstone Lodge', in the occupation of Mrs Royds, together with charming wooded grounds, gardens, stabling and meadow, the whole 3a 1r 17p approx. Messrs Gudgeon and Son favoured with instructions from Major Granville to sell by auction at the Bear Hotel. Particulars from Booty and Bayliffe, solicitors, Gray's Inn or Gudgeon's of Winchester.*

Major Robert Creighton Granville was the brother of Mrs Pigott (above). The family had invested in Langstone when their relative, Rev. George Mountain, became Rector of St Faith's. Mountain's mother-in-law, Anne Hinchcliff, built Woodfield, his wife built Langbrook and his niece, Mrs Pigott, built Langstone Lodge, which was described as having: *Good drawing room, dining and morning rooms, 5 principal and three secondary bedrooms, box room, wc, kitchen, scullery, butler's pantry, larder, cellar and offices, wood, coal and knife house and 2 servants' wcs, 2-stall stable and coach house, harness room, pleasure grounds and tennis lawn, 2 productive walled-in gardens, greenhouse and good meadow or paddock, which is well-timbered with very fine elm, ash and oak trees and a number of full-bearing walnut trees. The whole property standing in a ring fence and measuring 3a 2r 0p.*

Charles and Ethel Longcroft

Mary Longcroft married John Moody, Lord of the Manor of Havant, and her brother, Thomas the younger, was married and settled in Havant by 1752. Thomas had two sons, George Moody Longcroft and Thomas Franklin Longcroft, who were solicitors in Havant. George left no sons, so he was succeeded by a nephew, Charles Beare Longcroft, whose father is buried at Romsey Abbey. Charles married Jane Padwick and it was their son, Charles John, born 1815, who became Lord of the Manor of Lymbourne in 1846 and wrote a *Topographical Account of the Hundred of Bosmere* in 1857. Charles John was succeeded, as a solicitor, by his son, Edward Roy Longcroft. Edward was the father of Charles Edward Beare Longcroft, who came to live at Langstone in about 1926.

Charles E B Longcroft was described by those who knew him as a small, dapper man, always correctly dressed. In 1926, when he was about 40, he married Ethel Russell of Langstone House whose father, Henry Russell, was an oyster merchant. At the time of his marriage Longcroft was living at Hall Place, South Street. In those days this property had extensive grounds which included Havant Mill and two fields to the south. Presumably Longcroft bought Langstone Lodge for his marital home and in about 1930 he built 2a and 2b High Street for his gardener and chauffeur. He later built the house

next to Langstone Lodge drive, for his housekeeper. Some of its garden was taken when the Mews was built. Doris Pine, who used to live in Langstone, said that when she collected subscriptions for the Conservative party she was told that 'about 6 p.m.' would be a convenient time to call. At first she was not invited in but was given one guinea. Longcroft gradually increased his subscription over the years. In time Doris was asked into what she described as a *brown house lit with lamps* and looking much as it would have done when the Longcrofts first moved in.

Longcroft was interested in sailing and was on the Langstone Regatta committee before World war One. He was widowed in 1967 and died in 1974. His obituary in *The News* records that he was buried at Warblington. *He was last in line of a family of solicitors who practised in Havant for more than 150 years. He was educated at Charterhouse, then articled to his father. He succeeded him as Clerk to the Justices in the 1920s. He retired from his appointment at the end of World War Two and then practised as a solicitor at Andover, Salisbury and Southampton.*

Between about 1975 and 1992 Langstone Lodge deteriorated as it was not being used as a family home and in 1992 the estate agent described the grounds as being 'in the gentle care of nature'. Fortunately, since then the house has been repaired and properly maintained. The original verandah added character to the property and was there in the 1950s when Bryan Hayter, whose father was the Longcrofts' chauffeur, photographed the house.

LANGSTONE MANOR

Originally known as Langstone Cottage the property stood in a large garden and was embellished in the Art Nouveau style with a rustic wooden balcony at the front. The house was built in about 1904 for Harry Clarke, brother of William Clarke of Southmere. Harry and William were always involved in the annual Langstone Regatta before World War One and acted as honorary auditors. In 1912 the Clarkes ceased trading in corn and mill products and concentrated on estate management and the sale of insurance from their offices in South Street, Havant. Major Clarke, their nephew, told me that the

brothers spent the whole day collecting rent, as they had ten cottages in Langstone alone.

LANGSTONE FARMHOUSE



Langstone Farmhouse. *Steve Roberts*

The land on which Langstone Farmhouse now stands originally belonged to the Manor of Havant and the Silvers were copyhold tenants when the land was enfranchised. At this stage there was no farmhouse but there was a collection of largely modern farm buildings at the rear of 15 Langstone High Street, which was built by Henry Jeans.

In 1880 the farm buildings were described as consisting of *a brick-built granary, cow-house, cart-house, stable, cattle sheds, root-house, piggery and other buildings, in the occupation of William Softly.*

Charles Phillips (1865-1940)

The 1891 census shows Charles as a young farmer, living at Leigh Park Farm with his sister Mary, his mother, and one general servant. By 1897 Charles was married and his wife, Alice Mabel, had just given birth to their daughter, May Arthur. The deeds of Langstone Farmhouse (63 Langstone Road) show that in November 1897 there was a conveyance from Henry Street, cattle merchant, to Charles Phillips. The transaction was for 19 acres 1 rood of farmland at £1,575. However, the 1901 census has Charles still living at Leigh.

In 1905 an agreement was made between Charles Phillips and Clement Molyneux Royds and Blanche Royds. The agreement concerned a strip of land four feet wide, which Charles bought from the Royds in order to provide a driveway to his new home in Langstone. According to the present owner, the farmhouse is constructed of Rowlands Castle wire-cut bricks.

An electoral roll for 1914 shows that William Howard was living at Sea View, 15 Langstone High Street. He was working for Charles Phillips as a farm labourer. His son, Harry, was a carter. In 1922 Harry's son Jack was born but his mother died when he was two and he went to live with his grandmother. In 1931 Harry Howard married Rosetta Maud Newton of Langstone. Rosetta's father was gardener to Charles Longcroft at Langstone Lodge. Longcroft built 2a and 2b Langstone High Street at about this time and put George and Mabel Newton into 2b and his chauffeur, Mr Hayter, into 2a. After her husband's death Mabel was allowed to go on living at 2b until she died in the 1950s.

In 1939 the farming stock at Langstone was auctioned, as Charles Phillips was retiring. The stock included *16 milch cows, a Guernsey bull, a powerful cart mare, 2 iron arm dung carts, 2 spring vans, a mowing machine, a horse rake, a plough, cultivators and a cooler.*

In August 1940 Charles Phillips died leaving estate valued at £6,789 13s. 11d. His obituary stated that he was one of the pioneers of the Fareham and Hants

Farmers' Club and a member of the Havant Fat Stock Committee. He was an old Hants Volunteer and also rendered much service to the Havant War Memorial Hospital. In 1942 Langstone Farmhouse was sold to Mrs May Louise Russell of Langstone House. The Russells immediately advertised for a young lady *to assist on a small dairy farm, to milk the cows and to do a small milk round.*

FLINT HOUSE

Glynfield, now called Flint house, was built in the early 1880s by William Samuel Gloyne, a Havant brewer. William's wife was a great-niece of Henry Jeans, who erected the village chapel and reconstructed the attached house now known as Langstone Towers. In 1908 Glynfield was advertised as having *a carriage drive and Lodge entrance, good family accommodation, stabling for 3 horses, and a coach-house. The grounds very secluded and private, are charmingly wooded and tastefully laid out and planted. Large tennis court or pleasure lawn, orchard, nuttury, kitchen garden and paddock, the whole comprising about 3.5 acres.*

In 1927 Lt Colonel A H Williams OBE, his second wife Edith and their 3-year-old daughter, Jane, came to live at Glynfield, in Mill Lane. They renamed the property Flint House. There was a nursery wing on the north side, now demolished. The garden stretched down to the derelict mill and included a rose garden lined with 'Mrs Simkin' pinks, an orchard, an avenue of cobnut hazel trees and a kitchen garden with greenhouses containing peach trees and 'a lovely nectarine tree'. There was a grass tennis court. Colonel Williams bought land on the other side of the road which he called 'The Wood', and two fields which went down to the sea. He planted the one nearest the wood with mixed trees. When the council proposed making a municipal rubbish dump at South Moor, Colonel Williams was forced to buy the thirteen acres of land. When winter gales breached the sea wall he shored it up with concrete-filled sandbags.

The household consisted of a cook, kitchen maid, parlour maid. gardener, chauffeur, nanny and nursery maid. Later, Jane had a French, then an English

governess. Mr Pratt the gardener lived in the lodge. He had a beautiful waxed moustache. A garden boy called Harold used to give Jane rides in the wheelbarrow. As a child Jane would often explore the old mill (demolished 1936) with her friends. *We found it spooky and exciting, little realising how dangerous the floorboards and walls were.* Jane attended Seager House School, Hayling, and was driven there daily by the chauffeur. She was sent to boarding school in Switzerland at the age of eleven but had to leave after two years, 'as the war clouds were gathering'. The family moved to Rowland's Castle and Flint House was used by the Admiralty as a 'Wrennery'. Jane Williams, who joined the WRNS, wondered if she would be quartered at her own home!

Mr Glenister was the family chauffeur. He wore a hard peaked cap, dark blue suit with brass buttons, jodhpur style trousers and hard gaiters. Mrs Glenister was an excellent needlewoman and made Jane's dresses. The Glenisters lived at Flint Cottage (now 3 Mill Lane). The cottage complex was originally the coach-house, stables and grain store for Flint House. The part where the Glenisters lived even had grain coming up through the floorboards. The coach-house was used as a garage and above it was a small loft where apples were stored.

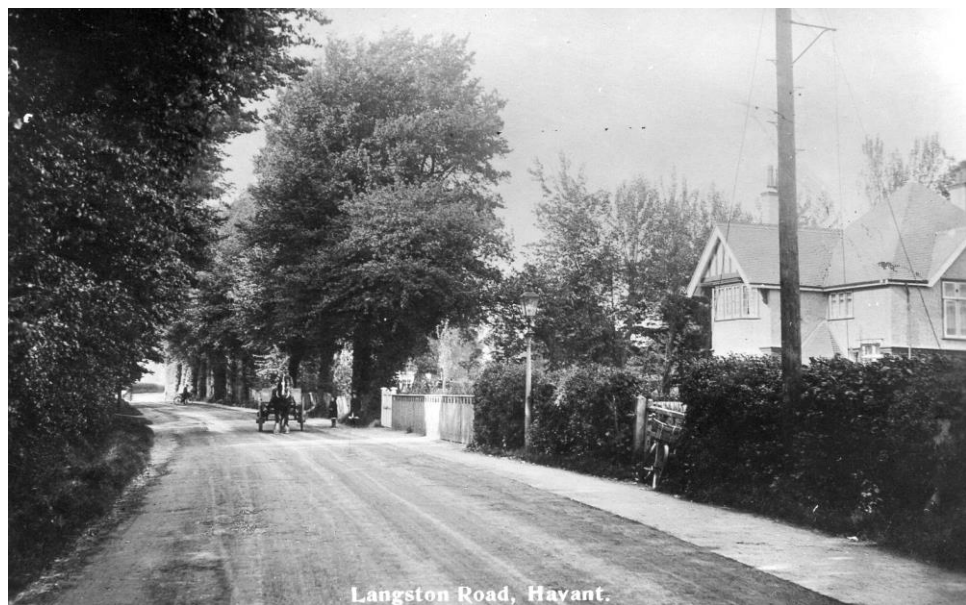
In February 1941 Colonel Williams, a former London solicitor, died at Rowland's Castle. In 1942 his widow married the Dean of Winchester and when the war ended Flint House was sold. In 1950 Jane Williams married Sir Francis Spencer Portal Bt.

LANGSTONE AVENUE

Langstone Avenue originally consisted of Edwardian detached houses in sizeable plots, which were built on Hollow Tree Field. In October 1907 Louisa, Fanny and Ada Courtney bought a plot fronting Langstone Road from the architect George Vernon Inkpen, on what was then called Langstone Park Freehold Building Estate. The plot cost £150 and the deeds stipulated that any house built on the plot must have a value of not less than £400, the sum to be made up of labour and materials. In early 1908 the *Portsmouth Times*

advertised the estate as 'now being developed with Artistic Houses'. The plots in the 'Avenue' were £125 and the ones facing the main road were £150. Ferndale, Ivydene, Windermere, Spes Bona, Grasmere, Keswick, and Thirlmere were completed by 1910, as all are in the 1911 *Kelly's Directory*. Ivydene was named after Inkpen's house in St Andrew's Road, Southsea.

In 1914 Bowness was included in the electoral roll and in Langstone Road Hollow Tree, Whitedale and Woodmancote were occupied. Inkpen was described as *the owner of freehold land and houses in Langstone Avenue and Langstone Road*. By 1914 Coniston (No.10) had also been built. Eskdale, renamed Thistledown before World War Two, was built by 1920, when Miss ER Inge and Miss M Ringwood were living there. Rosemary roof tiles were used in its construction and one tile, found by the present owners, is marked 1908. Ullswater was renamed Chiseldon Lodge in the 1920s, presumably because the owner, Rev. Robert Bray, a retired Baptist minister, had lived in Chiseldon, Wiltshire. More recently there has been some infilling.



Edwardian house in Langstone Road. *Ralph Cousins*

Roman Villa

In 1923 Walter Owen Adames of Spes Bona, Langstone Avenue, wrote to the local papers saying that in preparing an area of his garden for planting petunias he had come across some Roman cement and numerous pieces of different kinds of pottery. *This discovery induced me to excavate deeper, with the result that I unearthed an old foundation wall, two feet thick, a stone floor on Roman cement and an interesting drain built up with red tiles, some of which measured 16 inches by 11 inches by 1.5 inches thick. In another part of the garden I found two Roman coins and a Roman lady's brooch, or fibula, also numerous small tesserae, which I presume must have formed some kind of pavement.* After discovering the hypocaust and a frigidarium Adames continued to find hundreds of items, including a piece of gold weighing about 1.75 ounces, a fish needle, bronze fibulae and glass beads. At a lower level scrapers and a stack of Neolithic flint arrowheads and animal bones were found, indicating prolonged use of the site. By 1927 Adames' tool shed had become a museum full of hundreds of fragments of pottery. Many of the finds are in storage at Portsmouth Museum, and a few are at Brighton Museum. At my suggestion the Spring Arts and Heritage Centre in Havant managed to borrow a variety of interesting items from Portsmouth for display at Havant.

LANGSTONE FARM and SOUTHMERE

In 1809 Samuel Ellyett died at Langstone Farm and in 1811 his possessions were auctioned. The farm animals included three draught horses, a mare, five cows and two bulls. Also auctioned were ploughs, harrows, waggons, two rick steddles, two dung carts, a two-horse roller, sacks, cheese presses and a gig harness. The household goods consisted of four-post and stump bedsteads, goose and poultry feather beds, mahogany secretaire and drawers, chest of drawers, clothes press, dining and tea tables, voider (a type of tray), 30-hour clock, rush bottom chairs, brewing and dairy utensils, two 30-gallon coppers, old iron etc. Books in Divinity included Dodderidge's Family Expositor and The Nonconformist's Memorial by Dr Edward Calamy.

Langstone Farm was destroyed by fire in about 1858 and the present barn

has this date on one of the rafters. Southmere was built on the site for William Clarke, soon after he married in 1887. William was the son of Samuel Clarke and was brought up at Homewell House, Havant. William is shown as a miller (employer) in the 1901 census. One of his two penny-farthing bicycles is on display at The Spring Arts and Heritage Centre in Havant.

In 1965 George Hedley took over the tenancy of Langstone Dairy Farm. The purchase price included 20 cows, milking and haymaking equipment, a 1951 Ferguson tractor and a trailer. In 1970 Langstone Road was widened and George lost an acre of Southmere. Then a 33,000 volt electricity cable and gas and water pipes were laid underground across the field. Marjorie, William Clarke's spinster daughter, who was born at Southmere and never threw anything away, was George's landlady and she died in 1975. To cover the death duties three more acres of farmland was sold and The Mallards estate was built. Southmere was purchased by IBM for an education centre but George was still able to use the barn and other outbuildings.



Southmere farm. Undated photo courtesy of the Clarke family



Southmere, Langstone Road

A bridge dated 1881 leads over the Langbrook stream to Southmoor/ South Moor, which continues to provide excellent salt marsh grazing for cattle. Southmoor and Southmere are part of the 'South Moor and Broadmarsh Coastal Park' and the wild flowers include marsh orchids. George also mentioned seeing eels, brown trout, sticklebacks, shrimps and miller's thumb, plus the largest frogs in Hampshire. His son Colin emphasises the benefit of free-range cattle grazing, without the use of fertilisers, to the conservation of coastal grassland. *The livestock can remove the season's growth, leaving the grass the ideal height for wintering waders such as Redshank and Brent Geese.* As a Ramsar Wetland of International Importance, SSSI and SAC, conservation of Langstone Harbour's wildlife and habitats are of national and international importance.

In 1977 'Madge' died at Southmere, aged 84; during World War One she had nursed at Langstone Towers, the temporary auxiliary military hospital. In order that The Mallards could be built, Madge's nephew, Major Michael Clarke, had to enter into a Section 52 agreement which prohibited house-building on Southmere field. In 1981, BUPA tried to erect a 56-bed hospital there but the newly formed Langstone Village Association fought this off.

Major Clarke had many happy childhood memories of Southmere, now a private house again, even boating on the Langbrook stream. In 1993 Roy Clarke deposited hundreds of business and family documents at Hampshire Record Office – *The Clarke Papers*, Ref: 129M90.

SOUTHBROOK

Southbrook, a yellowish-brick house in Langstone Road, was built about 1883. An 1885 directory shows Henry Martin Green living there with his family, so it is probable that he built it. He is in an 1878 directory as solicitor to the Town Hall Company and Clerk to the Bedhampton School Board. By 1880 he had been taken on by Longcroft and the firm became known, for a short period, as Longcroft & Green. However, the Clarke papers at HCRO contain documents (1889-1901) relating to Henry's bankruptcy and the assignment of his life policy to Samuel Clarke. In 1890 Southbrook and its contents were auctioned by order of the mortgagees: *Gentleman's well-arranged residence in matured but inexpensive grounds of one acre and also nearly 8 acres of meadow land. 3 reception rooms, 5 beds, day and night nursery, bathroom with hot & cold water, kitchen, scullery, coal, wood and wine cellars, set of complete domestic offices, 2 heated glasshouses, dairy, piggery, tennis lawn, semi-circular drive. Excellent supply of Farlington water to all parts of house, which was built about 7 years ago. The principal joinery is of polished pitch pine and American walnut.*

Southbrook was purchased by Miss Eliza Shawe, formerly of Leigh Road, Havant. In 1898 she gave evidence at a public inquiry into the drainage of Havant. The Langbrook stream at the bottom of her garden was in a most filthy state. In the summer time the smell was so bad she could not go into the garden at all. The stream was a very great nuisance. She did not drink milk herself but she had seen the cows drinking from the stream and she was of the opinion that it was very dangerous to drink the milk afterwards. Mr Ratcliffe for Havant Urban District Council asked: *You are a great fancier of Aylesbury ducks are you not?* Miss Shawe replied: *I was but I had to give that up because my friends said they could not eat them.*

The 1901 census shows Miss Shawe at Southbrook with three resident servants. She died at Fairfield House, Hambledon, in 1922, aged 98. Her two coachmen acted as pall-bearers at her funeral and she was buried in the family vault in St Faith's churchyard.

A 1907 directory has a Mrs Gill at Southbrook, but by 1911 she had been replaced by Mrs Edith Lewis, who was the widow of Rev. Henry Lewis, Rector of Binsted Church, West Sussex. Norah Emily Lewis, one of their many daughters, was acting Quartermaster when the Red Cross was asking the public for beds, bedding, old linen, cooking utensils and household stores, in the event of a World War One auxiliary military hospital being established at Langstone.

Captain Harold Owen Reinold was living at Southbrook by 1927, having come with his family from East Cosham House. The Reinolds had a daughter and two sons, who were known by their middle names, Study and Hornby. Hornby fought in the Far East and after the war became a tea planter in Ceylon. Study joined the Dragoon Guards and went to Burma and ended up in Australia. Reinold, himself, retired about 1938, as Vice-Admiral Reinold CB CVO, and went to reside at Hayling Island. He died in 1962. During Reinold's years at Chatham, Southbrook was let to John Gage and his second wife, Griselda, whose father was Rear-Admiral Sir Godfrey Paine KCB CVO. This marriage was also dissolved by divorce, in 1937. The youngest son told me that he remembered the old Hayling Bridge, *when a man with a red flag would run out in front of your car if you were going too fast.*

Mr and Mrs Francis Cox bought Southbrook from the Ministry of Defence in about 1947. Frank Cox was a lawyer in Portsmouth. The house was in a poor state, as it had been used by the Navy during the war. Unfortunately, the widening of Langstone Road in 1970 took some of the garden and this adversely affected the setting of Southbrook. When Doris Cox died planning permission existed for housing in the grounds. By 2015 the garden had been developed, in two stages. The main house has been restored, having lost almost all of its wooded grounds which originally extended to the Langbrook stream.

ST HILDA / LONGMEAD, Langstone Road

St Hilda was a large house in Langstone Road, which was built in the early 1890s on land belonging to the Ecclesiastical Commissioners. It was lived in by the Fletcher family until about 1904. The whole of William Fletcher's working life was associated with the corset trade and he was only eleven when he secured his first job at Whitechapel. The 1881 census has him as a stay maker living in Portsmouth. At this time his Landport factory was the third largest in the city. The 1901 census shows William Fletcher living at St Hilda with his family and one servant. However, William was made bankrupt in 1904. Apparently he tried to sell directly to the retailers but badly underestimated the costs involved. He was bought out by Charles Leetham. It was soon after this that he moved out of St Hilda, though the 1911 census has both William senior and junior as corset and underclothing manufacturers. William Fletcher junior predeceased his father in 1929. Many of his employees attended his funeral and floral tributes included one from Messrs Leetham (Twilfit). William Fletcher senior died in August 1931, aged 75. His obituary states that he was the founder, at Portsmouth, of the 'WF' 'corset factory. He died at his house, Lynsdale, 40 Grove Road, and his effects were valued at £14,673.

The 1911 census has Stephen Edmund Mills, his wife, daughter and three servants living at St Hilda, by then re-named Longmead and consisting of twelve rooms. Stephen Mills JP had been a magistrate for 35 years when he died in 1941. The *Hampshire Telegraph* described him as *one of the oldest members of the Havant Bench, who carried out his duties with sincere impartiality*. Longmead, see top of the aerial photograph on page 93, was replaced by a flat-roofed block of flats called Longmead Court.

LANGBROOK

Langbrook, was built circa 1850 by Mrs Katherine Mountain (1793-1877). She came to Havant in 1826, when her husband, Rev. George Mountain, became Rector of Havant. They lived at the Rectory until he died in 1846. In 1874 she laid the foundation stone, outside in the south wall, for the major

restoration of St Faith's Church.



Langbrook

The widowed Katherine Mountain built Langbrook almost opposite Woodfield, the home of her sister, Anne Hinchcliff. The 1861 census shows Mrs Mountain as a funded and landed proprietor with three servants. By 1865 the Misses Sarah and Emma Granville were living with their Aunt Katherine. Sarah died in 1875 and her will was proved by her sister, Mrs Georgiana Pigott (1815-1889) and her brother Robert Creighton Granville, a retired army officer. Sarah's effects were valued at £12,000. Katherine died two years later, leaving effects valued at £6,000.

In 1889 Georgiana Pigott died 'late of Langbrook'. In the south wall of St Faith's Church is a large stained glass window with a brass plate, put there by her 'sorrowing brother', Robert. The window, itself, is inscribed with a memorial to members of the family. Mrs Pigott's obituary described her as having 'identified herself with most of the charities and philanthropic work of the town'. She was the widow of the late Captain Pigott RN and the daughter of the late Mr Granville, a Chester banker. She was buried in the family vault in St Faith's churchyard. The mourners at her funeral included Generals Williams, Oldfield and Napier, Admiral O'Callaghan, Mr E R Longcroft and Sir Frederick Fitzwygram MP. There were a dozen carriages in the funeral procession.

In 1892 two announcements appeared in the *Hampshire Telegraph*. One offered Langbrook to let and the other advertised the auction of its contents. The house was described as having 8 bedrooms, 3 reception rooms, coach house, stabling, tennis lawn and 12 acres of meadow land. By 1895 Langbrook was occupied by a Mrs Hardy and her daughter. The 1901 census shows Mary Auchinleck with her child and nurse, (visitors), plus three servants. The Auchinlecks had lived, briefly, at Langstone House, where Mary's husband, Lt Col Auchinleck, died in December 1892. Their elder son Claude was born in 1884 and became Field Marshal Sir Claude Auchinleck. By 1911 Cdr Roger R C Backhouse RN was in residence at Langbrook. (See *Burke's Peerage*). He was 3rd Sea Lord and Controller of the Navy, 1931-2, and Vice-Admiral commanding the First Battle Squadron, Mediterranean Fleet, in 1932. He retired as Admiral Sir Roger Backhouse KCB CB CMG.

Another interesting occupant was Stanley Perrin, managing director of Messrs Leetham (Twilfit). His godson's mother was measured for her corsets there by a Mr Bingham. Dr Perrin, Stanley's nephew, describes Langbrook as a long rectangular house of dark flint, set well back from the road. He remembers a piggery at the back of the house. The late John Freeston told me that the garage was used as a guard room by the Home Guard, as a base for patrols. *Mr Loat, the optician, was our officer and Harold Stemp, the gardener, was our corporal.* Stemp worked for the Perrins from about 1934. His daughter remembers Langbrook as a beautiful house with numerous large rooms and a big cedar tree in the middle of the lawn. The late Lady Mackworth informed me that she borrowed the house for three months to get away from the noise of the gun emplacement next to her Hayling home.

Betty Jennings of Emsworth, whose father ran the Emsworth cinema, told me that she was a WRNS officers' steward based at Langbrook during World War Two. In her 'cabin' there were six to eight girls sleeping in bunk beds. Betty said that they were taken each day to work at Northney Camp One (Fleet Air Arm), at North Hayling. Betty was married in 1944.

After the war Langbrook was bought by the Nisbets. John Nisbet MA RIBA, was the chief architect for Brickwoods, later Whitbreads, and designed all

their new pubs, including the Hayling Billy, which opened in 1966. According to Mr Barnbrook of Hayling, who worked with him, Nisbet was a 'terrific artist' and used to create his own Christmas cards. Sometimes he would illustrate them with drawings of Langbrook. Also, a long-serving employee would be given one of his water-colours, on retirement. Mr Barnbrook remembers that Nisbet used to drive a smart silver coupé Jaguar, 'BRV 1'. When Nisbet retired Langbrook was advertised for auction in *The News* (13.2.1964). It was described as *a distinctive detached freehold residence of charm and character, standing in gardens and paddock extending to just over 5 acres, on which outline planning consent has been obtained for the erection of a further 29 dwellings, to an approved layout*. I am told that the Langbrook estate fetched £75,000. The site was bought by Central and District Holdings and knocked down by the Gregory building company who built the new estate. Bert Gregory, who was still alive in 2002, told me he bulldozed the house *as quickly as possible*. He also said *Langbrook was almost a replica of Woodfield, the flint house opposite, but that it was in a terrible state*. The loss of Langbrook was probably inevitable, as the A27 was in the process of being constructed.

WOODFIELD

An 1834 description of a field for sale in Langstone describes it as *adjacent to the house newly erected by Mrs Hinchcliff on the road to Langstone*. Elizabeth Hinchcliff was the mother-in-law of Rev. George Mountain, Rector of Havant 1825-46. She died in 1844, aged 88. Her daughter Anne continued to live at Woodfield. The 1871 census shows her with her niece, Georgiana Pigott, a visitor and five servants, including a footman. When Anne died in 1881, aged 89, she was described as having subscribed handsomely to the 1832 and the 1874 to 1878 restorations of St Faith's Church.

By 1885 Commander Charles Arbuthnot RN (1850-1913) was living at Woodfield. In 1880 he had married Emily, daughter of Admiral Schomberg. At Woodfield they had a resident governess, cook, two housemaids, a parlourmaid and a groom. Arbuthnot lived at Woodfield until about 1898 when he was appointed Captain of HMS *Resolution*. In 1902 he was Aide-de-

Camp to King Edward VII at his coronation. He retired in 1907 and was made an Admiral in 1911.



Woodfield

The 1901 census has Winifred Palmer (wife of head of household) at Woodfield with her three children. The housemaid was called Rose Budd! By 1903 James Geldart Riadore was in residence. He was the son of Rev. Geldart Riadore, whose wife, Marion, was apparently descended from Rob Roy, the outlaw. (Obituary *Hampshire Telegraph* January 1925.)

Lady Mary Marshall came to live at at Woodfield, after being widowed in 1911. Her late husband, Sir Anthony Marshall, was the first Lord Mayor of Manchester and was knighted in 1894. He left effects valued at £144,386. Lady Marshall died at Woodfield in December 1928. Her funeral was in Cheshire and flowers were sent by the Longcrofts and 'Miss Beaumont and all at Woodfield'.

By 1934 George Albert Day, the Portsmouth builders' merchant, was living at Woodfield but after the war it was used as a school, known as Brightside and run by Miss K Williams. In 1956 its principals were Miss Williams and Mrs

Luxford, and at about this time it became known as Havant High School for Girls. It took pupils from 5 to 16 and was recognised by the Ministry of Education in 1958. In 1961 there were about 80 pupils but this increased to 120 or more. The school closed in 1971, its site diminished by the new A27. Shortly afterwards the school at Langstone became the Langstone Hotel and 'self-build' housing was crammed around it. This ruined its setting. The property is now divided into six flats.

1911 CENSUS

In 1911 the population of Langstone was mainly concentrated south of the railway halt, though the Edwardian development in Langstone Avenue was well under-way, with several more new houses in Langstone Road.

The Coastguard Station was still active and included three petty officers, three leading boatmen, three boatmen and the chief officer, together with wives and up to five children per household. Jane Little of Langstone Wharf was a 'barge owner' and five bargemen, a fisherman, three seamen, a mariner and a pilot also lived in the village. Henry Russell, oyster merchant, who was living in the ten-roomed Langstone House, employed his wife as a shellfish planter and grower and their two sons as foreman and assistant. This made a total of about twenty-six men whose lives were connected with the sea. In addition, at the time of the census a retired doctor called Thomas Fagge and his 'mate' George Kelly, a yachtsman, were anchored by the road bridge on board a yacht called *The Moorings*.

Six men worked on the railway including Thomas Boxall, the station master, though the timber-boarded 'Railway Cottages' next to the level crossing were occupied by a cowman and a warehouse porter. James Moore was in one cottage with his family and William Grant was in the other with his wife, his two sons and his brother, a flour miller. On the census night eleven people were crammed into the four small bedrooms. By contrast, George Stanford, the road bridge toll collector, lived at the six-roomed toll gate house, with his wife and three children. Other residents were employed as gardeners, laundresses, live-in servants, grooms, publicans, bricklayers and farm

labourers, and there was a dressmaker, a plumber and a boot repairer. Mrs Fay was a 'dairy woman' living at Langstone Dairy and her nephew was another cowman. Charles Phillips was a farmer living at Langstone Farmhouse and he farmed the land behind the house.

Although not mentioned in the census there was a smallholding in Mill Lane, which extended to the water's edge. There was a well-built bungalow (now part of 5 Mill Lane), a coach-house, a stable, and numerous and substantial outbuildings. The grounds were planted with hundreds of fruit trees. and the meadow contained a cowshed, a lock-up, a cart-house and an open cattle shelter. When the stock was auctioned in mid-1911 it included *180 head of poultry, 11 pigs, sows in pig, 5 hives of bees, 2 cows and calf, a chestnut cob, 2 dog carts, milk float, harness, butter-churn, chaff cutter and a small rick of meadow hay.*

Ernest Little was the publican at the Royal Oak and he was living there with his wife Alice, Sidney (5) and Marjorie (3). The pub was described as having eight rooms, which would have included the kitchen. At the Ship Inn, William McFaul, aged twenty-one was the licensed victualler; his wife, also twenty-one and his mother-in-law Eliza Jones, aged 83, were assisting in the business.

The Old Mill was in a poor state and occupied by George Dedman, a cowman, and his family. They had two railway staff as lodgers. Langstone Towers, which had fourteen rooms in those days, was occupied by Captain Edward Bain RN and his family. They had four servants and a governess called Martha Oberste Lehn. Langstone Lodge was owned by Mrs Molyneux Royds, who had left her gardener and cook to look after the house while she was away. Langstone Cottage (now Langstone Manor) was built and lived in by the Clarke family. Harry was a corn and coal merchant and one of two millers living in Langstone at the time. John Cox, flour manufacturer, was the miller for Langstone Mill and his son was a lifeguard.

At the entrance to Mill Lane was Glynfield (now Flint House), which was occupied by a clergyman, while Mr Purse the gardener lived in The Lodge,

near Langstone Station. Southmere was still lived in by William Clarke, a coal and corn merchant, and his family. The owner of Southbrook was living on private means, as was the family opposite, who occupied Longmead, a twelve-roomed property. Langbrook, at the top of Langstone Road, was a thirteen-roomed house occupied by Commander Backhouse RN and his family. The staff living in on the census night included a cook, nurse, under-nurse, parlourmaid, housemaid and groom.

By 1911 a new 'middle class' had moved into the detached Edwardian houses and included a retired civil engineer, an analytical chemist, a schoolteacher, a commercial traveller and a manager to a wine merchant. The development of the area and the First World War were about to cause significant changes to life in Langstone.

Langstone a Century Ago

A 1915 Havant street directory shows a total of sixty-one properties in the whole of Langstone, about an eighth of the number there are today.

Langstone may be termed the sea front of the town. The toll bridge leading to Hayling Island is at the far end of the village, the toll for motors being 8d. return and for pedestrians 1d. return. Just below the railway halt is Langstone Towers which has a private chapel attached and is now being used for a Rest Home [Red Cross Auxiliary Military Hospital] for wounded sailors and soldiers. Beyond the Royal Oak is an old water mill and the remains of what was once a fine brick-built windmill. To the right of the Quay is the Coastguard Station. In the harbour is held annually a very popular regatta.

1959 Directory for Havant

In 1959, before the arrival of the A27 in 1965, Langstone Road began as a continuation of Park Road South, Havant. Les Arbres Garage with 'garage flat' was the first property on the east side. The proprietor, Reuben Francis Hatton, who lived at the adjacent property, 3 Langstone Road, died there in 1959. The next house was St Richard's and there were a further twenty-six

dwellings on this side of Langstone Road up to and including Langstone Lodge; plus the eight houses in Woodbury Avenue and the twelve houses in Langstone Avenue. Woodfield, the big house at the top of Langstone Road, was occupied by Havant High School for Girls.

The directory also shows that Southbrook Road had houses 1 to 11 and 2 to 12 under construction and there was one house called High Trees in Longmead Gardens, with 'other properties in the course of erection'.

The west side of Langstone Road began with Langbrookside, followed by Langbrook, 2a, 2b, Southbrook, Southmere, Langstone Farm (Dairy), Langstone Wharf, Langstone Villas and Langstone Manor, 12a and finally No.14, the Toll House (Arthur T Scutt). Mill Lane consisted of eight dwellings – Flint House, Flint Lodge, West Mill, Nos 3 and 5, Gulls Way [completed 1956], Dormers and Driftway.

East of Langstone Road were Fern Cottage and Myrtle Cottage, now part of the Ship Inn, followed by The Watch Tower and The Look-Out [two flats adjacent to the nine coastguard cottages] and The Green Cottage, with its stone core. Together with about two dozen properties in the High Street this amounted to about 25 per cent of the number of dwellings we have in Langstone today.



IBM Havant. *Copyright Arup Associates*

In 1966 IBM, the computer giant, announced that it would be building a large production plant in north-west Langstone. It was opened in 1968 and in 1972 the building, designed by Arup Associates, won the Financial Times Award for Industrial Architecture. The site is now Langstone Technology Park and this and the neighbouring area, just south of the A27 and west of the residential area, employs several thousand people. Recently completed, just north of the residential area, are a restaurant and a hotel on what was a green field known to locals as Bosmere Field. This was officially called Lower Flash Field and lay just south of Havant town mill. It was all part of the Hall Place estate until the Longcrofts sold most of their land to Hampshire County Council in 1937.



Langbrook Farm Restaurant (2014) and Premier Inn Hotel (2016)

Langstone's Future

These developments make it all the more important to conserve our remaining open fields; these include Langstone Meadows Local Green Space between the High Street and the railway line, the fields forming part of the Chichester AONB, and South Moor and Broadmarsh Coastal Park, in which part of the Langbrook stream and Southmere field are incorporated.



Southmere Farm and Southbrook Road in the 1960s. Clarke family photo



Langstone Conservation Area in 2015



Havant Borough History Booklet No. 66
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See also Havant History Booklets Nos. 25 and 26

The Hayling Bridge and Wadeway (also known as Langstone Bridge)

The Hayling Island Branch Line

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Ann Griffiths may be contacted c/o:
The Spring Arts and Heritage Centre
East Street
HAVANT
PO9 1BS
023 9224 9065

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The Ship Inn, 2016